TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

A GERMAN EXPEDITION TO WESTERN CHINA.

IMPORTANT DISCOVERIES.

PEKING, June 27th.

Herr Stotzner's expedition to Szechuan, consisting of Herr Stotzner, the geographer, Dr. Israel, and Herr Tecker of the *Ostasiatische Lloyd*, left Chengtufu on the 4th April and yesterday reached Tatsien-lu, after crossing the districts of Wasu, Gestha, and Chald, which are inhabited by Tibetan aboriginals. The expedition reports finds of geographical, ethnographical and commercial value. Dr. Israel has discovered several snow-covered passes, hitherto unknown and of the height of the Jungfrau in Switzerland. The party are unable to advance in a north-westerly or westerly direction on account of political unrest, and they will start to-morrow, moving down along the Ta-chin valley first and afterwards turning to the Cho-shia districts, thence in an easterly direction to Sunpau, where they expect to arrive in the autumn.

ANOTHER CHINESE LOAN CONTEMPLATED.

PEKING, June 27th.

The Minister of Communications plans a loan for $30,000,000 at the price of 96, to be raised by means of Bonds of the value of $100 each, obtainable at the Post Offices, which would also pay out the interest due and effect the amortisation, which is to take place during the eleventh and twentieth years respectively, and for which the surplus of the Hankow-Peking Railway will be applied. This surplus amounts to $3,000,000 per annum at the present day. The loan will be used, it is reported, for the construction of a railway from Tsitsikhar to Taonanfu, and for the formation of a Chinese Steamship Company.

THE SINO-BELGIAN INDUSTRIAL SOCIETY.

PEKING, June 27th.

The capital of the Sino-Belgian Industrial Society, which was reported as formed on June 6th, is only Tls. 200,000, of which amount one half was subscribed by 50 influential Chinese, who do not wish themselves to go in for mining enterprises, but wish to work these and other industries with the use of foreign and Chinese capital.

BANNERMEN AS FARMERS.

TO BE TRAINED AT AGRICULTURAL SCHOOLS.

PEKING, June 27th.

Two agricultural schools will soon be opened at Peking for the training of Bannermen as farmers.

EUROPEAN SERVICE.

GERMANY'S FAR EASTERN SQUADRON.

THE NEW COMMANDER-IN-CHIEF.

BERLIN, June 27th.

Rear-Admiral Gaedeke goes to East Asia next autumn, to relieve Vice-Admiral Graf v. Spee.

NEWS OF A FAMOUS TRAVELLER.

BERLIN, June 26th.

News has been received here about Sir Marc Aurel Stein's expedition to Central Asia. He marched during last winter from Kashgar to Tun Huang, where he made considerable discoveries of early Chinese records. He started in the Spring for Kansu.

[Sir Marc Aurel Stein is one of the greatest explorers of modern times. A great exhibition of his finds in Central Asia took place some time ago in the King Edward Hall of the British Museum.]

RUSSIAN STRATEGICAL ROADS IN THE FAR EAST.

BERLIN, June 27th.

The Duma has voted the means for the construction of strategical high roads in the Far East.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

SERVIA AND MONTENEGRO.

AN AGITATION FOR A UNION.

BERLIN, June 27th.

There is an agitation in Servia for a union with Montenegro, the army, diplomacy, finances and customs to be held in common, and the seat of government to be Belgrade.

ATTEMPTED REBELLION AT SKUTARI.

BERLIN, June 26th.

An attempted rebellion on the part of the Mahomedans at Skutari has been nipped in time by the British Colonel Philipps.

GREECE AND TURKEY.

BERLIN, June 27th.

The Greek Note to the Porte has been delivered. It gives a most friendly reception to the Turkish measures, as well as to the proposed exchange of territory, which was to take place on behalf of the refugees of both countries, and which would seem to be made easier through the emigration of the Greeks from Asia Minor.

THE SITUATION IN ALBANIA.

BERLIN, June 26th.

Durazzo has been strongly fortified and the rebels have built earth-works.

An Austrian man-of-war has been despatched to Valona.

LATER.

Roumania is in favour of armed intervention in Albania on the part of Europe.

A call was made at Vienna for volunteers to go to Albania; 700 men responded.

The Austrian Government has stopped all further engagement of volunteers for Albania.

Artillery fire has been again opened against the rebels at Durazzo.

Admiral Moret has approached the King of Roumania in regard to the loan of two Roumanian battalions and batteries.

Russia has despatched a cruiser to Valona.

Sig. Alcotti has protested against his recall and says he will eventually enter upon a Press campaign.

The rebel delegates have arrived at Valona for the peace negotiations.

THE BRITISH BUDGET.

LONDON, June 26th.

At the second reading of the Finance Bill, the Government only got a majority of 38, in consequence of the ill reception which the faulty Bill has met with. This must be considered as ominous.

BRITISH WARSHIPS AND THE KAISER WILHELM CANAL.

BERLIN, June 26th.

Conforming to a wish of H.M. the Kaiser, the British Admiral has permitted three of the British ships to use the Kaiser Wilhelm Canal on their return home.

GERMANY'S NAVY.

INCREASE OF PERSONNEL NECESSARY.

BERLIN, June 27th.

Contrary to reports, there is no intention of a change in the Naval Bill, but, in order to carry into effect the part of the Bill relating to the keeping of ships in commission on foreign stations, it will be necessary to increase the personnel of the Navy, as already pointed out in the Reichstag by Admiral v. Tirpitz.

THE GREEK NAVY.

SEVEN CLASSES OF RESERVES CALLED IN.

BERLIN, June 27th.

Greece has called in seven classes of her Naval reserve to serve the needs by the Naval increase.

NEW SANITARY INSPECTORS.

The *Gazette* notifies that the following have been appointed Sanitary Inspectors:—

Inspector George Sim, for Kowloon City.

Acting-Inspector P. Angus, for Shaukiwan.

Lance-Sergeant W. Spillett, for Stanley.

THE CANTON NOTES REDEMPTION SCHEME.

ISSUE OF A PROCLAMATION.

[FROM OUR CANTON CORRESPONDENT.]

A proclamation has been jointly issued by the Tutuh, the Civil Governor and the Department of Finance, notifying that the redemption of currency notes will be commenced on the 1st July. $45 in new notes (which being placed at par with big dollars is equivalent to $50 sub-coins at the rate of exchange fixed) will be issued for notes of the current issue returned bearing a face value of $100. Persons returning a single $1 bill, however, will receive 50 cents sub-coins in return. From the date on which the redemption scheme is put into operation, when the present issue will cease to be legal tender, such notes will not be accepted in connection with funds accruing to the Government. The proclamation ends with the statement that the whole quantity of the present issue of notes will be redeemed and destroyed within one month.

Offices have been assigned for the Note Redemption Bureau in the "Eastern Garden" (New Bund), and Mr. Wong, director of the Bank of China, and Associate Controller of the Finance Department, has decided that the Chinese and Foreign staff should start work on the 1st prox. The Bureau of Communications and the Treasury have been made redemption dépots, and each will have a staff of from 8 to 11 members to deal with the redemption business.

END OF THE SOCIETY FOR DESTRUCTION OF CURRENCY NOTES.

The Police Department has sent a letter to the Director of the above Society, to the following effect:—

The Department has received the following endorsement by the Civil Governor on its petition concerning the Society for the Destruction of Currency Notes:—

Your petition has been noted. I find that the object in establishing the society in question was to gradually diminish the number of notes in circulation, and thus raise the value of these depreciated bills. I have, however, heard that, since its establishment, the society has met with adverse criticism. Now that the Board of Finance has dispatched a Deputy to Canton with ready cash to establish a bank and redeem the current notes, which will eventually be destroyed, there is really no necessity for the continuance of such a society. Your request that it should be ordered to be dissolved is a proper one, and I hereby order that, from the date the bank is opened, the society do cease to issue lottery prize tickets. I also direct that detailed lists with those parts of the notes that show their numbers pasted on already destroyed or to be destroyed in connection with each issue be produced for examination. I request you to advise the society accordingly, and, in addition, to report the manner in which the society carries out this order.

SHAMEEN MUNICIPAL COUNCIL.

Following are minutes of a Committee meeting held on 15th June:—

Present:—Messrs. O. V. Lanning (Chairman), C. Ahrendt, A. V. Hogg and G. C. Kitching.

DEFENCE CORPS.

The Chairman reported that the members had commenced drills in the morning and there had been very satisfactory attendances.

R.N. CANTEEN.

A letter from Lieut.-Comdr. Dixon, R.N., was read *re* the proposed temporary building on Mr. H. Dent's lot, and it was decided to hold it over until his return from Nanning and then ask him to come in and lay his views before the Council.

FIRE BRIGADE.

A letter has been sent to Messrs. Merryweather & Sons asking for quotations for the supplies required.

COSMOPOLITAN AMUSEMENT CO.

A letter was read from Mr. W. E. Bowles asking if the Council would contribute a sum towards a band of seven performers to play at least bi-weekly through the summer months. After a discussion it was decided that no contribution could be given at present.

WATERWORKS JETTY.

A letter was read from the Harbour Master pointing out the inadvisability of extending the pier under present conditions, and it was decided to let the matter stand.

SUPREME COURT.

Saturday, June 27th.

IN SUMMARY JURISDICTION.

BEFORE MR. F. A. HAZELAND, PUISNE JUDGE.

VERDICT FOR DEFENDANT IN MORPHINE CASE.

His Lordship gave judgment in the action brought by Tse Man Chan, Chan Mo, and So Ting Cheung, executors of Che Yun Tak, deceased, against Mr. Baptista, of M. Baptista & Co. Plaintiffs claimed as executors of Che Yun Tak for the sum of $1,200 damages for the non-delivery of certain morphine, to be delivered to Che Yun Tak in Canton. In the alternative the plaintiffs claimed the return of the sum of 1,200 deposited by Che Yun Tak with the defendants. The sum of $200 was waived by the claimants to bring the action with Summary Jurisdiction of the Court.

Mr. F. C. Jenkin, instructed by Mr. C. A. Russ (Messrs. Goldring & Russ), appeared for plaintiff; and Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, defended.

His Lordship, in the course of a lengthy judgment, referred to the demeanour of the witnesses. As to Chan Mo, one of the plaintiffs, he gave his evidence "fairly well," but as to Mak Chi Ho, his demeanour "was of the very worst. It was so bad that I can place no reliance on his evidence at all." Regarding the defendant, his Lordship said that his demeanour was good, except when he was giving his evidence with respect to remuneration. The same reference was made to R. M. O. Gutierrez. The judgment continued: "Putting myself in the position of a juryman, I am of opinion that this is the true position of things. Mak Chi Ho, the agent for the plaintiff, told defendant that he required 15 lbs. of morphine. The price agreed was $130 per lb. I am of opinion that this $130 did not mean the actual and initial costs of the morphine, but the amount which the morphine would cost to deliver, having regard to the fact that the possession and delivery of morphine was unlawful." He did not believe that the defendant said that he would give a cheque for $1,950. Chan Mo and Mak Chi knew all along that the cheque was for $750, but he (his Lordship) was not satisfied that the plaintiff accepted the $750 in settlement of all claims. The $750 was probably going to be divided between the defendant, the brothers Gutierrez, Cruz, Mak Chi Ho, and Maher. Dealing with the law, his Lordship held that the contract was an illegal one. Section 49 of the Opium Ordinance, No. 23 of 1909, there was a penalty for furnishing morphine, and by Section 51 it was an offence to import, manufacture, or deal in morphine without a licence. By Section 52, the exportation of morphine to China was prohibited, and by Section 52 (*a*) it was an offence to be in possession of morphine. By Section 90, every person who attempted to commit any offence in contravention of the Ordinance, or aided or abetted any other person in any such offence, or in the attempt to commit any such offence, should, on summary conviction, be liable to the same punishment and penalties as if he had been guilty of the actual offence. As to Mr. Jenkin's question whether the Ordinance was or was not a revenue Ordinance, his Lordship said he was of the opinion that it was not a revenue Ordinance; but even if it was, that did not affect the question. As to the question of repudiation of an illegal contract, his Lordship said that such repudiation must be in the nature of an act of repentance, and plaintiff, so far from being repentant, had sued on this illegal contract. And assuming that there had been a repudiation, could the plaintiff recover inasmuch as the defendant had paid the money over in pursuance of the contract? The answer was in the negative. He was satisfied that it was agreed between the defendant and Mak Chi Ho that R. M. O. Gutierrez should, in place of the defendant, arrange for the delivery of the morphine. He was satisfied that plaintiff did not repudiate the contract before the commencement of proceedings, but he was not satisfied that the $750 was accepted by the plaintiff in discharge of his claim. Considering all the facts, he gave judgment for defendant with costs. He also certified for Counsel, and directed that the costs should include the costs on Original Scale up to the transfer of the action to the Summary Jurisdiction.

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."]

HAMBURG, June 3rd.

THE STATE OF TRADE.

Improvement in trade makes but slow progress, if any; the Home Rule *impasse* in England, the equivocal attitude of Russia, the insurrection in Albania and the unsettled state of affairs in Mexico being little calculated to inspire confidence and to stimulate enterprise. Nevertheless, there seems to be a more hopeful feeling everywhere. The annual report of the Vulcan Works in Stettin and Hamburg just published has created a very unfavourable impression in the stock markets, the balance sheet showing a loss on the working of the year of over two million Marks, against a profit of 3½ millions in 1912, when a dividend of 6 per cent. was distributed, partly, it is true, out of the reserves. These now stand at a trifle over two millions, whilst in 1909 they amounted to between nine and ten. The losses of last year are attributed in a large measure to miscalculations in the cost of construction of the steamer *Imperator*, and to heavy expenses incurred subsequently by numerous alterations and repairs that became necessary. Be this as it may, the Hamburg America Line at any rate has no reason to complain of the financial success of her gigantic steamer, the only trouble being that few harbours in the world are sufficiently large to hold her, and that even in that of New York changes have had to be made in order to provide the necessary accommodation. Her sister ship, the *Vaterland*, has just returned from her first trip across the ocean and appears to have created as great a sensation in New York and to have achieved the same success as the *Imperator*.

THE "VATERLAND."

A few short extracts with reference to the new ship, taken from the summer number of a booklet published by the Hamburg-Amerika Line in English for the information of her numerous passengers, may therefore interest your readers. The boat registers 58,000 tons net or 6,000 more than the *Imperator*, but is nominally 8 feet less in length (911 feet against 919), which is, however, accounted for by the latter including the figure-head, a mighty bronze eagle with the Imperial crown. The other measurements are 98 feet from beam to beam, with a depth from the keel to the upper edge of the upper deck-beams of 63 feet, the commander's bridge rising 130 feet above the ship's keel. In the building of the *Vaterland* 34,500 tons of rolled steel, 2,000 tons of cast iron, 100 tons of copper and 6,500 tons of wood were used. One gets nearer the possibility of forming some idea of the work by other statements concerning weights. The piece of cast steel for the stern weighs "only" 2,800 cwts., the stays in which the immense propellers that bear the mighty screws rest weigh 600 cwts. each and the strong steel plates that form the double bottom of the ship weigh 100 cwts. each.

"For generating the *Vaterland's* motive power, propulsion by means of turbines with water-tube boilers have been selected, a combination which make it possible to adapt the ship's speed in the most striking manner to the ever-varying conditions of wind and weather and enables the vessel even in the most unfavourable circumstances to punctually adhere to the time-table. Four immense ahead turbines that consist partly of bladed paddles and partly of blade rotors, and can be driven separately or together, develop with 180 revolutions per minute a total of 61,000 effective horse-power." The mean speed is stated to be 22½ knots an hour, but more can easily be attained.

"Of the subsidiary installations we will only mention the five turbo-dynamos that render it possible to illuminate the ship with the dazzling brilliance of 10,000 electric lights, and the motor-dynamo on the upper-most deck for emergency cases.

"In the building of a ship that, when fully occupied, is destined to carry 700 first-class, 600 second-class, 1,050 third-class and 1,700 fourth-class passengers, besides a crew numbering about 1,200 souls . . . precautions for safety must stand first. . . . For such giantesses as the *Imperator* and the *Vaterland* there is absolutely nothing to be feared from the most violent hurricanes the enemies with which in extreme cases they might have to contend would be fire and water, water as an external and fire as an internal enemy." After explaining the various means adopted for the protection of the ship, and passengers, the double hull, the "appointment of so many trustworthy officers to all the important and responsible posts on board, whilst the supreme authority is laid in the hands of an experienced Commander placed above three captains, one of whom must always be on the bridge," the submarine sounding signals in case of fog, the apparatus for wireless telegraphy and "the gigantic Cyclopean eye of the ship," a searchlight of the power of 34,000 candles, the writer proceeds to explain the improved system of water-tight compartments and a most ingenious device for the detection of fire on board. "On the navigating bridge, always before the Commander's eye, there is an apparatus with a system of metal tubes. The tubes, the orifices of which can be observed behind a pane of glass, lead to the various spaces on board that are filled with inflammable or combustible material, the coal bunkers, . . . the provision rooms, the cargo holds, etc., etc. Should a fire break out in any of these places smoke will immediately issue from the respective tube. The officer on duty will then know exactly in what part of the ship danger is imminent. A hose is at once screwed on to the orifice of the tube and by means of a simple lever steam at high pressure is directed into the tube and thence into the burning hold, which within a few minutes becomes full of dense water steam. Steam has proved itself an excellent fire extinguisher and speedily quenches flames, and more recently carbonic acid gas has been introduced instead of steam. This contrivance . . . only requires one man to work it and can in many cases supply the place of a whole and numerous ship's fire brigade. But naturally all other necessary measures for averting danger are also applied without delay," and that portion of the crew previously appointed to the threatened spot is summoned to the task by electric orders, "while all the others go quietly about their accustomed work . . . so that none of the passengers may be alarmed." 83 lifeboats which would hold 5,900 passengers are placed so that 70 of them by means of an improved lowering gear can, if necessary, be let down to the water on one side of the ship. Two of them are petrol motor launches. It would take up too much of your space to give a description of the luxuriously fitted up state-rooms, dining rooms, saloons, lounges, the winter garden, swimming bath and all the other contrivances for the convenience and amusement of the first class passengers; suffice it to say that few hotels on *terra firma* can offer the like. In justice to the company it should be added, however, that the comfort of the second and third class of the steerage passengers is equally well looked after, although of course in a simpler style.

The Hamburg America Line are now organizing a regular service between New York and Constantinople and the Levant, and it is stated on apparently good authority that the Norddeutsche Lloyd intends opening a direct line to New Zealand, provided the government, or rather the Reichstag on meeting in the autumn, will grant an adequate subsidy for a term of five years. Friendly *pourparlers* with the British companies in the Australian trade are said to have already been entered into.

INTIMATIONS

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB. LTD.,

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

134

CALDBECK, MACGREGOR&Co.

(ESTABLISHED 1864).



THE FINEST LEMON SQUASH IN THE WORLD

Over 1000 Tons of Lemons have been used in its manufacture to date.

With plain or aerated water, whisky, gin or rum hot, it makes a MOST DELICIOUS, SATISFYING and WHOLESOME DRINK.

$1.00 Per Bottle.

121

PERTUSSIN.



Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognised unequalled by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT—

THE MEDICAL HALL.

HONGKONG.

105

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY
(BRITISH SECTION).

AN ASSISTANT LOCOMOTIVE SUPERINTENDENT will be required in 1915, and the Government of Hongkong is now prepared to consider applications for the appointment.

Applications stating salary required should be addressed to the Colonial Secretary's Office.

It is desirable that Candidates should possess the following qualifications:—

(1) Age between 25 and 30.
(2) Must have served his apprenticeship in one of the large Railway Cos.' Workshops in England.
(3) Drawing Office experience essential.
(4) Good knowledge of the Westinghouse Brake (Vacuum Brake not essential).
(5) Knowledge of Electricity in connection with train lighting and motors.
(6) Some experience on the footplate.

Candidates must be prepared to sign a 3 years' agreement.

Copies of the most recent testimonials with regard to Locomotive experience should be forwarded with application.

ROBERT BAKER,
Acting Manager.

Kowloon, 27th June, 1914. [876

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 6th day of July, 1914, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR of Hongkong, of the RIGHT TO QUARRY STONE on the following Lots of Crown Land at Cha Kwo Liang and Lyeemun in the New Territories of Hongkong, for a period extending from the 6th day of July, 1914, up to and including the 30th day of June, 1915.

PARTICULARS OF THE LOTS.

No. of Sale.	Quarry Lot No.	Locality.	Contents in Acres.	Upset Crown Rent.
				$
2	1 to 30	Cha Kwo Liang	24.50	3,440
3	1 to 25	Lyeemun	20.46	3,120

Hongkong, 29th June, 1914. [877

BANK HOLIDAYS.

Under Ordinance No. 5 of 1912,

WEDNESDAY, 1st July, has been proclaimed a GENERAL HOLIDAY, and the EXCHANGE BANKS will be closed for business on that day.

Hongkong, 27th June, 1914. [875

WANTED—IMMEDIATELY.

EXPERIENCED BOOKKEEPER.

Apply— K. B. 3,
Care of "Daily Press" Office.

Hongkong, 26th June, 1914. [866

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that SEALED TENDERS, which should be marked "TENDER FOR THE PURCHASE OF No. 2 POLICE LAUNCH," will be received at the Colonial Secretary's Office not later than 3rd July.

The Launch will be Sold as she now lies at Tsim Sha Tsui.

Length O. P. 75 feet.
Breadth (moulded) 13 feet.
Depth 8 feet.
Engines, Compound surface condensing.
Cylinders 11" and 22" by 12" stroke.

Orders to view the launch may be had from the Captain Superintendent of Police or Harbour Master.

The Government does not bind itself to accept the highest or any Tender.

C. McI. MESSER,
Captain Superintendent of Police.

Hongkong, 25th June, 1914. [871

THE REPUBLIC MOTOR BOAT CO., LTD.,

WANCHAI, PRAYA EAST. TELEPHONE No. 307.

THE above Company has for hire FAST and COMFORTABLE MOTOR BOATS, fitted with British Engines, for Picnic Parties and for carrying passengers to and from Vessels in the Harbour. Our representative will meet passengers at BLAKE PIER, where our boats will be stationed.

Terms $2 per hour or part thereof, or $1 per trip not exceeding 15 minutes.

Special arrangements for long runs and hiring by the day.

For further particulars, apply to—
AH KING'S Slipway,
WANCHAI.

Hongkong, 27th June, 1914. [874

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vœux Road Central
(First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. [710

INTIMATIONS

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN accordance with the Provisions of No. 111 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1914, of TWO and A HALF DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, the 1st July.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th to 30th instant, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, 25th June, 1914. [868

SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN.

A LIMITED COMPANY WITH A CAPITAL OF $660,000 WITH ITS HEAD OFFICE IN HAIPHONG (TONKIN), 21, JULES FERRY STREET.

NOTICE.

BY virtue of a Resolution of the Extraordinary General Meeting of Shareholders of the above Company held on the 25th May, 1914, it has been decided to issue Two Thousand Shares of $50 each, half of the amount payable on application and the other half on the 1st day of August, 1914.

All applications can be sent in to the Head Office in Haiphong to the Company's Bankers, "LA BANQUE DE L'INDO-CHINE," in Haiphong, Hanoi and Hongkong, and also to Messrs. LOWE, BINGHAM & MATTHEWS, New Government Buildings, Des Vœux Road, Hongkong.

The holders of the old shares shall have the preferential right to apply for the shares now issued.

This privilege subject to forfeiture should be exercised from this 15th day of June, 1914.

The applications made for the issue of 3,300 Preference Shares sanctioned at the General Meeting held on the 7th February, 1914, which are not withdrawn by the applicants before the 20th June, stand good for this present issue. This present issue shall be irrevocably closed on the 30th June, 1914.

The 2,000 Preference Shares now issued shall have all rights in preference to the old shares, being withheld to a first accumulative dividend of 8%. Furthermore, after setting aside for the old shares and Founders' Shares the 6% and 3% of the profits at present reserved to them by Article 44 of the Statutes, the new share will also participate concurrently with the old shares in the division of 50% of the balance of profits which may accrue.

In the event of the dissolution of the Company there will be charged on the net assets realized:—

(1) The sum which by reason of the insufficiency of profits distributed during the Company's existence would be necessary to complete if need be the first dividend of 8% to the Preference Shares during the existence of the Company.
(2) The necessary sum to completely redeem the Capital of the Preference Shares, if this redemption has not already been effected.

In so far as there is no need and as regards the surplus reference is made to the Notice published in compliance with the law of 30th January, 1907, in the *Official Gazette* of Indo-China.

By Order of the Board,
L. PORCHET,
One of the Administrators.

[839

NOTICE.

REDUCTION IN PRICE OF GAS.

THE HONGKONG AND CHINA GAS COMPANY, LTD., begs to inform the Public that on and from the 1st July next, the Price of Gas for all purposes—Lighting, Heating, Cooking or Power—WILL BE REDUCED to $2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By Order of the Directors,
GEORGE CURRY,
Local Secretary.

Hongkong, 21st May, 1914. [737

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCE 1911,
and
IN THE MATTER OF THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that a Petition was on the 17th day of June, 1914, presented to the Supreme Court of Hongkong by the above-named Company to confirm the alteration of the said Company's objects proposed to be effected by a Special Resolution of the said Company unanimously passed at Extraordinary General Meeting of the said Company held on the 23rd day of April, 1914, and subsequently unanimously confirmed at a further Extraordinary General Meeting of the said Company held on the 11th day of May, 1914, and which Resolution runs as follows:—

"That the Memorandum and Articles of "Association of the Company be respectively extended, altered, and amended so "as to read as shewn in the Print signed "for the purpose of identification by the "Chairman of this Meeting and that such "extended, altered and amended Memorandum and Articles of Association be "henceforth adopted as the Memorandum "and Articles of Association of the "Company to the exclusion of those "heretofore prevailing."

AND NOTICE IS FURTHER GIVEN that such Petition is directed to be heard before His Honour Mr. HENRY HESSY JOHNSTON GOMPERTZ, Acting Chief Justice of the said Court, on SATURDAY, the 25th day of July, 1914, at 10.30 o'clock in the forenoon, and any person interested in the said Company whether as Creditor, policy holder or otherwise and desiring to oppose the making of an Order for the Confirmation of the said alterations, under the Companies' Ordinance 1911 should appear at the time of hearing by himself or by his Counsel for the purpose. A copy of the said Petition will be furnished to any such person requiring the same by the Undersigned on Payment of the regulated charge for the same.

Dated the 20th day of June, 1914.

JOHNSON, STOKES & MASTER,
Prince's Buildings,
Ice House Street,
Victoria, Hongkong,
Solicitors for the above-named Company.

[858

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 97).

NOVELTIES IN

FANCY CUSHION CASES.

SMART

WASHABLE DURABLE

DESIGNS.

CURTAIN MUSLINS

PLAIN, FIGURED AND SPOT.

LACE AND INSERTION

AND

FRILLED MADRAS MUSLINS.

VITRAGE NETS AND BRISE BISE BLINDS.

LANE, CRAWFORD & CO.

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The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.
The Largest Selling Organization of any concern in the Typewriter Business.

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Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY
(Incorporated).

SIEMSSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa

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KAMINIA OIL?

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THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors:—

KAMINIA PERFUMERY COMPANY,
Bombay, India.

[667

FOR SALE AS A GOING CONCERN.

THE Undersigned is prepared to receive tenders for the purchase of the ROYAL AERATED WATERS MANUFACTORY COMPANY, LIMITED, up to and including the 30th June, 1914, and no tenders will be considered which reach the Undersigned after that date.

Intending Purchasers are required to deposit the sum of $1,000.00 when making a tender.

If no suitable offer is received before 12 o'clock NOON on TUESDAY, the 30th June, 1914, THE WHOLE OF THE ASSETS will be put up to Public Auction by Mr. GEO. P. LAMMERT, Auctioneer, at his Sales Rooms in Duddell Street, at 3 P.M.

J. HENNESSEY SETH,
Receiver for the Debenture Holders.

Hongkong 18th June, 1914 [786

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong 20th March, 1914. [503

ON SALE.

DIRECTORY

AND

CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, Etc.

FOR THE YEAR

1914.

To be Obtained at the Office of
THE HONGKONG DAILY PRESS,
or
MESSRS. KELLY & WALSH, LTD.

Hongkong, 18th February, 1914.

TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES on 1st Floor of 12 and 14, Queen's Road Central.

Apply to—
CHRISTOPHER WILLSON,
18, Bank Buildings.

Hongkong, 17th June, 1914. [57

TO LET.

PART of 1ST FLOOR, 25, Des Vœux Road Central. Immediate Possession.

Also 1 MOTOR BOAT for Sale.

Apply—
DRAGON CYCLE Co.

Hongkong, 30th May, 1914. [761

TO LET.
From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to—
S. J. DAVID & Co.,
Prince's Buildings.

Hongkong, 7th February, 1914. [264

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, 17th June, 1914. [833

TO LET.

NO. 7, STEWART TERRACE, PEAK, thoroughly renovated and in good order.

No. 9, BEACONSFIELD ARCADE, Shop.

ROOMS in Queen's Road Central.

No. 55, ELGIN TERRACE, newly painted and colourwashed.

No. 5, MOUNTAIN VIEW. Newly painted and colourwashed. From 1st April, 1914.

No. 19, SHELLEY STREET.

FOR SALE.

"GLENSHIEL," 124, Barker Road.

5 ROOMS, close to Tram Station.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 25th June, 1914. [55

TO LET.

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 19th May, 1914. [695

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [559

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market). Telephone No. 515. [45

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/- —$15,000,000
Silver... $17,650,000
$32,650,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.	F. Lieb, Esq.
G. T. M. Edkins, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	Hon. Mr. E. Shellim.
P. H. Holyoak, Esq.	H. A. Siebs, Esq.
C. Landgraf, Esq.	Ad. Widmann, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On FIXED DEPOSITS.
For 6 months, 2½ per cent. per Annum.
For 9 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [15

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1494

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,583)
Reserve Fund Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 9, Des Vœux Road Central.

Hongkong, 3rd October, 1913 [21

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital£1,500,000
Subscribed ,, ... 1,125,000
Paid-up ,, ... 562,500
Reserve Fund 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 14th June, 1910 [788

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed Yen 10,000,000
Capital Paid-up ,, 7,499,250
Reserve Funds ,, 3,430,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Kiukiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Taihoku
Foochow	Newchwang	Tientsin
Hongkong	New York	Tokio
Kagi	Osaka	Wuhu
Keelung	San Francisco	Yokohama

HONGKONG OFFICE,
8, DES VOEUX ROAD.

Interest allowed on Current Accounts, Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [16

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND SURPLUS Gold $7,800,000 equal £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

8, Queen's Road,
Hongkong, 21st October, 1913. [19

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

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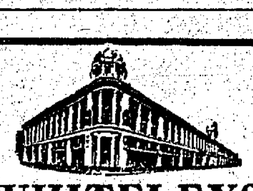
BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

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WM. WHITELEY LTD.

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FILLETED ANCHOVIES

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ANCHOVY PASTE.

Sold by all High-Class Provision Dealers.

O. F. STUHR & CO., Hamburg.

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SANTAL MIDY

These tiny Capsules — superior to Copaiba, Cubebs, and Injections — CURE the same diseases as these drugs in

FORTY-EIGHT HOURS

without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

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THE NEW FRENCH REMEDY.

THERAPION No. 1

CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.

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CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.

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SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO E. LE CURÉ MED. CO. HAVERSTOCK HILL, HAMPSTEAD, LONDON.

A CURE FOR YOU

THE NEW DRAUGHT (TASTELESS) FORM OF

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BEST TO TAKE SAFE AND LASTING CURE.

SEE THAT TRADE MARKED WORD "THERAPION" IS ON RED GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

INSIST ON HAVING THERAPION. 175

中外新聞

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Documents translated from or into Classical or Colloquial Chinese.

A DEFECTIVE ORDINANCE.

WOULD-BE MOTOR DRIVERS' DILEMMA.

At the Magistracy on Saturday, before Mr. Wood, Lau Yu Chun, son of the Hon. Mr. Lau Chu Pak, was summoned for driving a motor-car in Bonham Road without having a licence.

Police Constable Taylor stated that he stopped the car on the 20th inst., and asked the defendant, who was driving, for his driver's licence. He said he had no licence and was only learning to drive. The defendant had a chauffeur beside him. Witness thought they were going too fast. He called on the driver to stop the car because a lady and gentleman on horseback were passing. The car was stopped as soon as possible.

Inspector P. O'Sullivan said that Bonham Road was a dangerous place for one to learn to drive. If a person wanted to learn, the only suitable place would be the Happy Valley.

Mr. Kong Sing, who defended, said that the chauffeur went to Inspector Lane, who examined motor-cars, and Mr Lane had said that they could drive a car along the road. Many of the people who were learning to drive went along Pokfulum Road and in fact everywhere.

Inspector P. O'Sullivan said he did not think that Mr. Lane had any authority.

Asked by his Worship as to who examined drivers when applying for licence, the Inspector said he did not know. He did not know of any provision in the Ordinance regarding this matter.

His Worship said that there did not seem to be anything before him to show what a man applying for a licence ought to do.

Mr. Kong Sing said there was nothing in the Ordinance to show what they should do. His client was willing to take out a licence at any time, but he wanted to make sure he was duly qualified before he applied for one. The chauffeur would go into the box and would say that the machine was well under control. The defendant was no novice and he was certainly not reckless, because he had his wife in the car.

His Worship thought that the police ought to show that the defendant had departed from the usual practice in some way or the other.

A fine of $1 was imposed.

THE FASCINATION OF GOLF.

Though the American invaders will not win our Amateur Championship, they have shown themselves to be splendid golfers, and not least by the spirit of good sportsmanship with which they have accepted defeat. It is sportsmanship such as theirs that justifies the ascendancy of golf. Special trains, cohorts of correspondents, thousands of insatiable spectators, and millions of readers and sympathizers, all testify to the popularity of a game that less than 30 years ago was the esoteric sport of the Scots and has since then conquered the civilized world. If ever in some austerer future an anti-golf crusade were to be organized and were to carry its point, stranded townlets now bursting with the prosperity it has brought them would sink back into stagnation, properties transformed by the ubiquitous pastime into miniature gold-mines would lapse into their pristine prairie value, and multitudes of men and women would miss one of their main interests in life and be utterly at a loss how to turn their leisure hours to account. Golf is more than a game; it is a social question—and one that threatens to become more formidable with every year that passes. No sport has yet been invested that eats so insidiously into the day's routine or makes attention to business and affairs seem so much to reasemble a churlish form of asceticism. By pleasing gradations the Saturday half-holiday of the beginner expands into a round and then a couple of rounds on Sunday; an afternoon is soon filched from the middle of the week; there follows the discovery that by leaving the office a little earlier in the summer months a game in the evening is always possible; and as the spell is woven more closely and the conscience hardens, a full day off or a whole week-end becomes first contrivable, then natural and finally a thing to be resented if it has to be foregone. Such is the facile descent now being trod by thousands who twenty years ago really worked and felt bound to apologize when caught in their chance hours of relaxation; and there are thousands more who think, play, and, worst of all, talk golf from week to week and year to year.

What is the secret of its fascination? Probably at bottom that it looks so easy and is so hard. Nothing can well seem simpler than hitting a stationary ball with a club. But in actual fact the human body proves to be curiously ill-adapted for any such task. Nature does not point the way; proficiency in other games is no passport. There are subtleties of how to stand, how to swing back, how to secure the proper co-operation of body, arms and eye, that have all to be mastered before it can be satisfactorily accomplished. The problem of dispatching that insolent ball in the desired direction becomes suddenly terrifying. Men wrestle with it as with a refractory collar-stud. The most even tempers are ruffled by its perversities. Prodigies of resolution and will-power in other spheres cannot remember on the golf-links to keep their head down and their eye on the ball. Weak little men with hardly an effort send it flying a sixth of a mile. Huge burly fellows, with a blow that would shake St. Paul's, hit it 30 yards. It is the most baffling, tantalizing, vexatious of games. Even when the novitiate is passed, there are days of definite tribulation when nothing will go right, abysmal lapses of form and loss of instinct such as never afflict one in any other sport.

But if the sorrows of golf are great, so also are its rewards. There is a feel and a glow about a clean-hit drive, or an approach that dribbles up to the hole, that very few strokes at polo, cricket, lawn tennis, or billiards are able to evoke. In the course of a two hours' round a player has every variety of chance to cover himself with glory or disgrace. It depends altogether on his own skill and nerve and self-control. One suffers for one's own shortcomings; one profits by one's own prowess—with just enough of luck and chance thrown in to remind one of the mutability of life. And to many people this sense of standing on one's own merits or defects, and of being solely responsible for victory or defeat, is part of the attraction of golf. It comforts the diffident, it inspires the self-reliant; and the essential companionableness of the game saves it from egotism. Even on the black days of remorseless incapacity there are consolations in being out in the open air, in the scenery and surroundings, in the absolute escape from mundane worries, in the jolly sporting spirit that blows over the links, and in the consciousness that by to-morrow one's good shots will be remembered, one's bad ones forgotten, and hope again in the ascendant. Judgment and concentration and the courage never to submit or yield, and evenness of temper, these are all tested and disciplined by golf; while as a physical exercise it has the supreme virtue of being equally good for the young, the middle-aged, and the old of both sexes. A veteran of fifty-five with a touch of lumbago defeats a champion of twenty-seven; a boy of twenty disposes of famous and seasoned masters of the game who have been playing it longer than he has been alive. People may point at the golfer as a but too typical product of our soft and leisurely age; but golf itself, so long as it remains a game and does not grow into a disease, needs no excuse.—*The Times.*

WM. POWELL, LTD.

TELEPHONE 346.

—:o:—

ELECTRIC TABLE AND FLOOR STANDARD LAMPS

IN

POLISHED BRASS, COPPER AND WROUGHT IRON.

SILK SHADES — FITTED COMPLETE FOR EVERY PURPOSE. — BEAD SHADES

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PATENTED ROOFING TILES.

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MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

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P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK.

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Summer Excursions TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1ST JUNE—31ST OCT.

RATES FROM HONGKONG:

NAGASAKI $120.00. KOBE $135.00. YOKOHAMA $150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shewn below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

From JAPAN. Yokohama Leave	Kobe Leave	Nagasaki Leave	Hongkong Arrive	Steamer	To JAPAN. Hongkong Leave	Nagasaki Arrive	Kobe Arrive	Yokohama Arrive
				MONGOLIA	20 June	2 July	4 July	6 July
				MONTEAGLE	1 July	6 ,,	8 ,,	11 ,,
22 June	23 June	25 June	30 June	E. OF RUSSIA	8 ,,	12 ,,	14 ,,	16 ,,
23 ,,	25 ,,	2 July†	2 July†	PERSIA ‡	11 ,,	17 ,,	19 ,,	21 ,,
25 ,,	26 ,,	28 ,,	6 ,, †	SHINYO MARU	14 ,,	20 ,,	22 ,,	24 ,,
9 July	10 July	12 July	17 ,, †	E. OF INDIA	22 ,,	27 ,,	29 ,,	31 ,,
2 ,,	3 ,,	5 ,,	13 ,, †	KOREA ‡	23 ,,	29 ,,	31 ,,	2 Aug.
9 ,,	10 ,,	12 ,,	20 ,, †	SIBERIA	2 Aug.	7 Aug.	9 Aug.	10 ,,
16 ,,	17 ,,	19 ,,	27 ,, †	CHIYO MARU	4 ,,	10 ,,	12 ,,	14 ,,
20 ,,	21 ,,	23 ,,	28 ,, †	E. OF ASIA	5 ,,	10 ,,	11 ,,	13 ,,
23 ,,	24 ,,	26 ,,	2 Aug.†	CHINA ‡	12 ,,	18 ,,	19 ,,	20 ,,
30 ,,	31 ,,	2 Aug.	10 ,, †	MANCHURIA	18 ,,	24 ,,	26 ,,	27 ,,
6 Aug.	7 Aug.	9 ,,	14 ,, †	E. OF JAPAN	19 ,,	24 ,,	25 ,,	28 ,,
6 ,,	7 ,,	9 ,,	17 ,, †	TENYO MARU	26 ,,	31 ,,	2 Sept.	4 Sept.
13 ,,	14 ,,	16 ,,	23 ,, †	NILE ‡	1 Sept.	7 Sept.	9 ,,	11 ,,
17 ,,	18 ,,	20 ,,	25 ,, †	E. OF RUSSIA	2 ,,	7 ,,	8 ,,	10 ,,
21 ,,	22 ,,	24 ,,	29 ,,	NIPPON MARU	8 ,,	14 ,,	16 ,,	18 ,,
14 ,,	17 ,,	19 ,,	25 ,,	MONTEAGLE	9 ,,	15 ,,	16 ,,	19 ,,
27 ,,	28 ,,	30 ,,	7 Sept.†	MONGOLIA	15 ,,	21 ,,	22 ,,	25 ,,
3 Sept.	4 Sept.	6 Sept.	11 ,, †	E. OF INDIA	16 ,,	21 ,,	22 ,,	25 ,,
3 ,,	4 ,,	6 ,,	11 ,, †	SHINYO MARU	22 ,,	28 ,,	30 ,,	1 Oct.
10 ,,	11 ,,	13 ,,	20 ,, †	PERSIA ‡	29 ,,	5 Oct.	7 Oct.	8 ,,
14 ,,	15 ,,	17 ,,	22 ,, †	E. OF ASIA	30 ,,	5 ,,	6 ,,	8 ,,
17 ,,	18 ,,	20 ,,	28 ,, †	KOREA	6 Oct.	11 ,,	13 ,,	16 ,,
— Oct.	— Oct.	— Oct.	— Oct.†	E. OF JAPAN	— ,,	— ,,	— ,,	— ,,

† Returning via Manila. ‡ Going via Manila.

Steamers proceeding via Manila do not call at Shanghai.

[630

S. Moutrie & Co., Ltd.

PIANOS

ON HIRE

At $10 Per MONTH.

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[51-5

NOTICES TO CONSIGNEES

ORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 9.30 A.M.

All Claims must reach us before the 7th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 23rd June, 1914. [3

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 9.30 A.M.

All Claims must reach us before the 7th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 23rd June, 1914. [3

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SYRIA,"

Arrived Hongkong on 24th June, 1914, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 24th June, 1914. [1

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:—KOWLOON BOOK STALL, Ferry Wharf Messrs. HUNG CHEONG, Haiphong Road

SHIPPING IN PORT.

STEAMERS.

ALENNE RICKMERS, German str., 4,173, H. Baum, 22nd June—Shanghai 18th June, General.—Ferd. Bornemann & Co.

FEICHING, Chinese str., 1,701, A. B. Baines, 23rd June—Shanghai 19th June, General.—Chinese.

FERNLEY, British str., 2,471, R. C. Appleton, 20th June—Moji 12th June, Coal. —Order.

HAIMUN, British str., 641, A. H. Stewart, 26th June—Swatow 25th June, General.—Douglas Lapraik & Co.

KAMOR, Norwegian str., 949, F. Muus, 23rd June—Balik Papan 15th June, Sugar.—Java-China-Japan Lijn.

KATHE, German str., 1,208, Christiansen, 25th June—Haiphong 22nd June, General.—Jebsen & Co.

LOVAT, British str., 3,901, R. Clegg, 26th June—Singapore 20th June, General. —Jardine, Matheson & Co.

MACHEW, German str., 2,021, D. Cordes, 26th June—Bangkok 17th June, Rice. —Melchers & Co.

MONTEAGLE, British str., 3,952, L. D. Douglas, R.N.R., 23rd June—Vancouver 22nd May, General.—Canadian Pacific Railway Co.

NATICA, British str., 3,494, O. C. Evans, 26th June—Batoum 20th May, Kerosine Oil.—Asiatic Petroleum Co.

NELLORE, British str., ——, John Gaunt, 26th June—Yokohama 9th June, General.—P. & O. S. N. Co.

RYUSHO MARU, Japanese str., 1,734, G. Shimidzu, 20th June—Chefoo 13th June, Coal.—Mitsui Bussan Kaisha.

SELUN, Norwegian str., 865, Havbrender, 21st June—Bangkok 14th June, Rice. —Chinese.

TAISHUN, Chinese str., 1,216, R. G. Paramore, 15th June—Tientsin 16th June, General.—Chinese.

TEAN, British str., 1,357, J. V. Sidford, 28th June—Manila 23rd June, General.—Butterfield & Swire.

TSINTAU, German str., 1,102, J. Heyenga, 22nd June—Saigon 18th June, Nil.—Butterfield & Swire.

UNKAI MARU No. 3, Japanese str., 2,085, N. Katazama, 21st June—Wakamatsu 13th June, Coal.—Mitsu Bishi Goshi Kwaisha.

YODO MARU, Japanese str., 1,350, K. Yokota, 25th June—Hongay 22nd June, Coal.—Bradley & Co.

PASSENGERS.

ARRIVED.

Per *Rajaburi*, from Bangkok, Mr. Patterson.

Per *Liangchow*, from Shanghai for Hongkong, Mr. McCrae, Miss Martha, and Surgeon Louglise.

Per *Haitan*, from Swatow, etc., Mr. and Mrs. Spicer, Mr. Bradney, Mr. Walker, Mr. Smith and Mr. Monohara.

Per *Atlantique*, for Hongkong, from Colombo, etc., Rev. and Mrs. Scarl, Mr. S. Pinreiro; from Singapore, Mr. P. H. Lacou, Mr. Y. Stone, Mr. Wadhuzali, and Mr. A. T. Lewis.

Per *Zafiro*, from Manila, Mrs. D. Maficano, Mrs. D. Haslam, Mrs. Jordas, Miss R. Gray, Mr. D. Fox, Mr. F. Gasse, Mr. E. E. Luces, Mr. C. Castlemann, Mr. N. A. Swanson.

DEPARTED.

Per *Kleist*, for Shanghai, etc., Mr. H. Harz, Mr. L. Adler, Lieut.-Col. H. D. Inson, Mr. and Mrs. Menezes, Mr. L. M. Marty, Mr. G. Pancol, Mr. G. A. Hastings, Mr. E. Bowditch, Mrs. B. Mead, Mr. Issardes, Mr. C. A. Keegan, Mr. H. E. Swoffield, Mrs. M. Kaesloop, Mr. F. H. L. Haesloop, Mr. W. Haesloop, Mr. A. M. A. de Silva, Mr. Aug. Pohlmann, Mr. and Mrs. V. Rocha, Mr. A. H. Emberley, Mr. Sternbruch, and Mr. Wienna.

Per *Goeben*, for Europe, etc., Mr. J. Tuason Gil de Sola, Mr. S. Nakayama, Bishop J. M. Merel, Mrs. E. N. Nathan, Mr. Ed. M. Nathan, Mr. F. W. Bader, Mr. C. W. Trevelyen, Mr. and Mrs. F. Engelbrecht, Mr. Pahnke, Lieut. A. F. Nucharch, Capt. R. A. Byers, Mr. H. Kemlein, Mrs. Hellmann, Mr. J. V. Curreen, Mr. Iashamal, Mr. Y. Yamamoto, Mr. H. C. van Weeren, Mr. G. Wesche, Mrs. N. Nommensen, Mr. C. J. S. Lowe, Mr. A. MacDougall, Mr. K. Gopaldas, Mr. A. B. Nichlassen, Mr. J. Schoff, Mr. A. C. Turner, Mr. and Mrs. P. F. Whitacre, Mrs. Ethel M. Dorward, Mr. E. P. Hedstrom, Mr. Karl Horland, Mr. Streng, Mr. Leon Vant, Mr. J. A. Haderup, and Mr. A. Schuchluth.

THIN BLOOD CAUSES BACKACHE.

Every muscle in the body needs a supply of rich, red blood in proportion to the work it does.

The muscles of the back are under heavy strain and have but little rest. When the blood is thin they lack nourishment, and rebel. The result is pain in those muscles.

The best medical authorities agree that backache seldom or never means kidney trouble. Real organic kidney disease may have progressed to a critical point without developing a pain in the back. Doctors detect its presence by the excretions of the kidneys themselves.

Pain in the back should always lead the sufferer to look to the condition of the blood. It will be found in most cases that the use of Dr. Williams' Pink Pills to build up the blood will stop the "grumbling" of the ill-nourished muscles of the back. How much better it is to try Dr. Williams' Pink Pills for the blood than to give way to unreasonable alarm about your kidneys. If you suspect your kidneys any doctor can make tests in ten minutes that will set your fears at rest or tell you the worst.

All dealers sell Dr. Williams' Pink Pills; or send direct to the Dr. Williams' Medicine Co., 84, Szechuen Road, Shanghai, one bottle for $1.50, six for $8 post free.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Persia* left Yokohama for Hongkong on the 21st June, via Japan Ports and Manila. The mails from the United States have been transferred to the str. *Ville de la Ciotat* of the M.M. Line, and is scheduled to arrive at Hongkong on the 29th June.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Manila for this port on the 27th June, and is expected here on the 29th June, a.m.

THE AUSTRALIAN MAILS.

The A.O. Line str. *Taiyuan* left Port Darwin at daylight on the 24th June for Hongkong via Zamboanga and Manila, and may be expected to arrive here on or about 5th July.

The E. & A. str. *Aldenham* left Sydney for this port (via Queensland Ports and Manila) on the 10th June, and may be expected to arrive here on or about 4th July.

MERCHANT STEAMERS.

The str. *Torilla*, from Calcutta, left Singapore on the 24th June, and may be expected here on or about the 29th June.

The Mogul Line str. *Ghazee*, from United Kingdom, left Singapore on the 23rd June, and is therefore due here on or about 29th June.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 23rd May, and is expected here on the 30th June.

The A.L. str. *Silesia* left Singapore for this port on the 24th June, a.m., and will arrive here on the 30th June, a.m.

The A.L. str. *Koerber* left Singapore for this port on the 25th June, and will arrive here on the 30th June, at 4 p.m.

The str. *Dilwara* left Calcutta on the 20th June, and may be expected here on or about the 6th July.

The East Asiatic Co.'s str. *Indien* left Port Said on the 10th June, and may be expected here on or about the 7th July.

The str. *Glenfarg* passed the Suez Canal on the 5th June, for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Woosang, from Shanghai, is due in Hongkong 28th June.

SHIRE LINE, LIMITED.

Radnorshire, left Moji, is due in Hongkong 7th July.

Monmouthshire, left Singapore, is due in Hongkong 1st July.

Den of Ruthven, from Pacific Coast, is due in Hongkong 15th July.

Den of Airlie, from London, is due in Hongkong 8th August.

INDRA LINE, LIMITED.

Indraghiri, passed the Canal, is due in Hongkong 8th July.

Indra, from Kobe, is due in Hongkong 7th July.

LATEST STEAMER MOVEMENTS.

The Ben Line str. *Bendoran*, from Antwerp, Middlesbro', and London, left Singapore for this port on the 26th June, and may be expected to arrive here on or about the 2nd July.

The H.A.L. str. *C. Ferd. Laeisz* left Singapore on the 27th June, at noon, and may be expected here on or about the 3rd July, a.m.

The P. & O. str. *Assaye* left Singapore for this port on the 27th June, at 6 p.m., with the outward English mails, and is due here on the 2nd July, at about 6 a.m.

The P. & O. str. *Namur* arrived at London on the 25th June, p.m.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Shanghai for this port on the 26th June, and is expected here on the 29th June.

The N.Y.K. str. *Hirano Maru* (European Line) left Singapore for this port on the 24th June, and is expected here on the 30th June.

The N.Y.K. str. *Tango Maru* (Australian Line) left Nagasaki for this port on the 26th June, and is expected here on the 30th June, a.m.

The N.Y.K. str. *Inaba Maru* (Bombay Line) left Singapore for this port on the 25th June, and is expected here on the 1st July.

The N.Y.K. str. *Sanuki Maru* (Calcutta Line) left Singapore for this port on the 27th June, and is expected here on the 2nd July.

The N.Y.K. str. *Shidzuoka Maru* (American Line) left Kobe for this port on the 26th June, and is expected here on the 5th July.

The N.Y.K. str. *Jinsen Maru* (Bombay Line) left Bombay for this port on the 17th June, and is expected here on the 5th July.

THE "EMPRESS" DISASTER.

MORE SURVIVORS' STORIES.

WIRELESS OPERATOR'S STORY.

[FROM "THE TIMES" CORRESPONDENT.]

MONTREAL, June 4th.

The wireless operator of the *Empress of Ireland*, Ronald Ferguson, through whose efforts the *Lady Evelyn* and the *Eureka* came to the rescue of the passengers of the liner, to-day broke the strict silence which he has maintained since the disaster. Ferguson went down with the ship and swam about until he was rescued in an exhausted condition. He made the following statement to me:—

"Between the time of the collision and the time the dynamos went out of commission we had only eight minutes. In that time we were able to summon two boats. My cabin was on the top deck. Immediately after the shock I saw lights passing, ran to the wireless room, and called the stations, 'Stand by for distress signal, have struck something.' The chief officer said 'Call "S.O.S."' so I sent out the message 'S.O.S. have struck something, sinking fast, send help.'

"The station at Father Point replied immediately asking where we were. I replied, 'Twenty miles past Rimouski.' I was trying to confirm this answer at the request of Father Point when the power was cut off. The water had got into the stokehold, cut off the steam, and put the dynamos out of commission. Before the apparatus became useless I got from Father Point a message 'O.K., sending *Eureka*, *Lady Evelyn* your assistance.'"

The rescued were taken on board the *Storstadt* and Ferguson immediately went on board the *Lady Evelyn*, which had wireless apparatus, but no operator. The wireless room was locked. He broke the window, geared up the apparatus with Father Point, gave a brief story of the wreck, and asked for clothes and supplies and a train to be sent to Rimouski Wharf.

"I do not think it has been realized," he continued, "what part the wireless played in the affair. I was only able to work for eight minutes, but without that the only boats which would have been available for the passengers would have been those on the starboard side of the *Empress of Ireland*, and it is not likely that more than 40 or 50 would have been saved."

It is now authoritatively announced that the strong-room of the *Empress of Ireland* which contains the bullion is situated amidships on the upper deck. The bullion is worth nearly £400,000. Private parties yesterday made handsome offers to divers in the British cruiser *Essex* to descend and explore the *Empress of Ireland*. The offers were, of course, refused.

A PROTEST.

I wish to protest strenuously against the aspersions on the news-gatherers who have reported the details of the disaster. The greatest care has been taken to sift and verify statements and to ascertain the facts. Canadian journalists are not responsible for the imagination and the vagaries of the Yellow Press of the United States.

A DOCTOR'S NARRATIVE.

STANDING ON THE SIDE OF THE SHIP.

Dr. J. F. Grant, a 1913 graduate of McGill University, Montreal, told Press representatives this morning a straightforward story of the disaster.

"I knew nothing of what was happening until I was rolled out of my berth by the listing of the boat. At once I knew there was something wrong. I tried to turn on the lights, but the power was off. The dynamos had been stopped by the inrush of water a few moments after the collision. I could not find the door. I could hear screams of terror and the sound of rushing water. I did not know what was wrong. Finally, I managed to get out of my state-room, but was unable to walk up the alley-way because of the list of the boat. I tried to crawl, but could not. I scrambled along the wall and grasped a port-hole. I got my head out, and what was my astonishment to find the side of the vessel crowded with people, standing there as though it were the deck. I called; someone reached down as I was trying to get my shoulders through the opening. This man pulled me out, and I, too, stood there with them for a moment.

"There were fully 100 people around me. There was no time to ask questions. I had no time to think. The ship was pulled from under us and we were all struggling in the water. Then the fog, which had hitherto been all around us, suddenly rolled up like a curtain, as though it had accomplished its purpose. Low in the water I could see about a mile away the lights of the steamer that I afterwards learned had struck us. I swam to it and was picked up by a lifeboat which had just been launched. In it I returned to the spot where the ship had gone down and helped to pick up those who were struggling in the water."

TRIBUTES TO DR. GRANT.

The survivors unite in paying tribute to Dr. Grant. They praise the manner in which he aided the terror-stricken, kept hope alive in the breasts of those who were bereaved of their loved ones, and calmed the ravings of those whom the shock had for a time made insensible to those human attributes which make heroes. He went about among the rescued and gave them treatment not only for their physical injuries but also for the terrible mental shocks which they had endured.

After he had aided in the rescue work he boarded the *Storstadt*, and out of the confusion that made the grimy collier a place of horror brought a semblance of order.

Many women died as they reached the deck, and he took charge of the bodies and ordered where they should be laid down. In the engine-room there were people—foreigners, for the most part—shrieking and screaming in terror. There were women trying to warm their chilled bodies and dry their draggled clothing. He quieted the riot of the foreigners. All over the ship he went, earning the praise that afterwards was unanimously granted him.

THE FATE OF A BOAT-LOAD.

"Thank God I saved my wife. For myself I am not anxious," said Mr. John P. Black, of Ottawa, as he painfully limped across the platform of the Grand Trunk station this morning carrying in a little paper bundle under his arm all his earthly belongings. His left leg is badly lacerated and he had much difficulty in walking. Mr. Black told the following story:—

"I was asleep in my bunk when I felt the terrible impact of the collision. At first I thought it was an evil dream and I saw visions of Doomsday, but looking out through the sky-light I saw frantic seamen rushing to the ship's side and sliding down, and as often as not being dashed head first into the sea. The *Empress of Ireland* was then heeling over at an angle of 90 degrees. Tearing my wife from her berth, I dashed on to the deck, and we both slid down the deck and were projected into the water. For a moment I saw nothing but dirty grey. I struggled wildly to reach the surface, and the time seemed like years. As soon as I got to the surface I saw my wife struggling beside me. Right at our side was a deserted lifeboat which must have broken from her davits. I managed to push my wife into it, but I was unable to follow myself. I shouted to my wife to 'sit tight,' and I swam about until I was picked up. A lifeboat crowded with passengers was approaching me, and was only a few yards away from me, passing by the side of the sinking liner, when suddenly a huge heavy superstructure broke from the steamer's side and fell with a terrible crash into the lifeboat. I shut my eyes in horror and prayed to my Maker. When I looked up again all that was left of the lifeboat and her 45 occupants was a few stumps of wreckage. Poor people, they had found their doom. A few minutes afterwards I was picked up by one of the boats from the *Storstadt*. I cannot express the joy and relief I felt when I saw my wife in the lifeboat.

Kenneth McIntyre, a well-built young fellow, was disinclined to go into the part he played, but a Salvation Army officer related how McIntyre had taken his own lifebelt off in the minutes just before the liner took her last plunge and put it around a woman who stood close by. The woman was picked up.

WHY SO MANY WOMEN WERE LOST.

Mr. R. A. Cunningham, of Winnipeg, formerly an instructor at the School of Practical Science, Toronto, and now on the staff of the Manitoba Agricultural College, said he thought the great number of women drowned was due partly to the fact that the decks were perpendicular and that they could not climb unaided over the port rail. "It was horrible to see them crushed against the cabin and starboard rail by the life-rafts which fell across the deck upon them. So far as I could see there were no orders given, but there was no time for that. The officers were not to blame in my estimation, but the crew shifted for themselves. You can see that by the large proportion of them who were saved."

Mr. Cunningham was late in arriving on deck, and he just managed to join those who climbed over the port rail to the side of the vessel. "The boat did not seem to be sinking. The water was just creeping up. Her side was at a gentle angle with the water. It was just like sitting on the beach watching the tide come in. The waves came splashing up the slope of steel and then retired one after the other, but each came a little higher than the last. I waited until it was time to get off to avoid the suction, then I took off my overcoat and coat and dived. I was picked up soon, but I don't know how much sea water I absorbed first."

STATEMENT BY THE WIFE OF "STORSTAD'S" CAPTAIN.

Mrs. Andersen, the wife of the captain of the *Storstadt*, who was with her husband throughout the events of the disaster made the following statement when interviewed:—

"It was terrible," she said, "but I think it is funny that the papers can blame us like they do. My husband was not on the bridge before the collision, but sleeping. Everything was going as usual. He always told his mate to call him if anything was wrong, or if there was fog, but it was a bright clear night when he retired to bed at 11, and he had left instructions to be called just before we took on the pilot, at Father Point.

A PREMONITION.

"A little before 3 o'clock the mate called down through the speaking tube, 'I think there will be a fog.' 'All right,' my husband said, and he jumped out of bed, just put on his trousers, and ran to the cabin door with his slippers in his hand.

"'Are you anxious?' I asked him. He replied, 'Yes, I don't know why, but I am.'

"He jumped up and opened the door in a minute. He often used to be up all night and I never went up, but something seemed to tell me that there might be something wrong. I jumped up at once and put on my stockings and boots and a skirt over my nightdress. I did not stop to take off my nightdress and put on a coat. My husband blew down the tube 'Get up,' and I said, 'I'm all right.' There was a bump, but I was standing by the bed, and it did not even throw me forward. In a minute I was on the bridge and then saw the *Empress of Ireland* right up against our bows. Everything happened so quick I thought we should go down, and was just thinking I would stay on the bridge until we did. I said to my husband, 'Are we going down?' and he said, 'I think so,' and I said, 'Take it easy, dear. Don't say a word to anybody.' For I did not think that it was a time to scold or blame.

"I could not cry. I thought my place was right there and told my husband, 'Let us go down together.' Just in the minute that the liner was running away, oh! so fast, I said to my husband, 'How can that be she? She must be all right, she is running away.'

"My husband had given orders to keep our ship at the same place and not to get out of the hole. If that boat had not gone full speed we could have been left together, and it would have been better. I said to my husband, 'What are you going to do?' and he said, 'Try to make her in the same place.' But in a minute the liner was running away so fast and everything was quiet and dark. I turned to the chief engineer on the bridge and said, 'How can that be she? She is going away from us without asking if we want help. She must be all right.' 'Yes, it is funny,' my husband said, and I was still wondering and asking if we were going down.

CRIES FOR HELP.

"Five minutes after I was the first to hear cries. I said to my husband, 'They are calling.' The cries seemed to come from the shore. My husband gave the order to lower the boats. We could not see the steamer. All her lights were out.

"We kept in the direction of the cries. We were not more than this ship's length away from her all the time. When I heard the crying I nearly went mad. I wanted to jump overboard. It was so terrible. It was not 10 minutes before every lifeboat was out from our ship. I had to make everything ready for the passengers being saved. I have just two blouses and two dresses left now, and no petticoats. It is fortunate that I had just come from my home at Arendal, in Norway, and had just made a lot of clothes, for clothes are cheaper there than here. I had made all I needed for the voyage. My husband had just bought lots of clothes. He is getting bigger. They are all gone now. The passengers had only nightdresses and were cold and shivering. I ripped off their clothes and wrapped them in warm things. One woman came on board in a nightdress and a pair of corsets. I said to her, 'How did you find time to put on your corsets?' She answered, 'I don't know what I put on.' I could not undo the corsets because they were wet, and I cut them away, split her nightdress and gave her some things of mine."

ENTERTAINMENTS

THEATRE ROYAL.

FRIVOLITY FREEAR.

ON SATURDAY, JULY 4TH.

(ONE NIGHT ONLY.)

BOX PLAN OPEN AT MOUTRIE'S.

POPULAR PRICES: $3, $2 AND $1. NAVAL AND MILITARY 50 CENTS TO $1 SEATS.

"FRIVOLITY" FREEAR IN HIS WORLD-FAMOUS

"FRIVOLITIES"

FRIVOLITIES

Mr. Freear has had the honour of presenting the "FRIVOLITIES" before the late King Edward VII. for Mme. de Falbe, at Luton Hoo, H.I.M. the Sultan of Turkey, the late King of Greece, the King of Siam, etc.

Freear also received from Abdul Hamid (Sultan of Turkey) the Gold Medal of Fine Arts, for his command performance in Yildiz Palace, Constantinople, and from H.E. the Sultan of Zanzibar an Ivory Walking Stick.

Gold Sleeve Links from H.E. Lord Gladstone, in Pretoria, and Gold Cigarette Case, with other presents from H.M. the Queen Mother of Siam, recently in Bangkok.

Credentials in proof of above together with the Medal of Fine Arts presented by H.I.M. the Sultan may be seen at Moutrie's.

FREEAR—THE MAN WHO MADE THE SULTAN LAUGH.

To Be Right Book Your Seat or You may be Left.

Laughter is the best of all Tonics—Freear's Book of Jokes, 50 cents, at Moutrie's. On Freear's three visits to Shanghai standing room was at a premium in the Lyceum Theatre, as also in Singapore. Returning again to Shanghai and Singapore shortly by general request. Great Success in Tientsin and Hankow. People still laughing.

NOTE.—A Fan will be supplied to each Member of the Audience by the Milkmaid Co. Nothing like a hearty evening of laughter.

LATE CAR TO THE PEAK. [849

Hongkong, 29th June, 1914.



SLICED PLUG

IS A MOST FRAGRANT AND COOL SMOKE.

IT DOES NOT BITE THE TONGUE.

70 Cents per ¼lb tin.

SOLD BY—

KELLY & WALSH, LTD.
KRUSE & Co.
A. S. WATSON & Co., LTD.
CHEONG HING (opposite entrance to Hongkong Hotel).
KOWLOON VARIETY STORE.

Hongkong, 27th June, 1914. [398

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REINSH.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE $2.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

VISITORS AT HOTELS.

HONGKONG HOTEL.

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BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER, 1913. With INDEX. Price $7.50. On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 6th March, 1914.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"HIMALAYA,"

Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 11th July, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOLDAVIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. PERSIA, due in London on the 15th August, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd June, 1914. [1

GLEN LINE.
(McGREGOR, GOW & CO.), LTD.

FOR GLASGOW AND ROTTERDAM.

THE Steamship

"GLENSTRAE,"

Captain Jos. McGillivray, will be despatched for the above Ports on or about 13th July.

Saloon Fare, HONGKONG to GLASGOW, £40.

For freight or passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th June, 1914. [846

THE "INDRA" LINE, LIMITED.

FOR NEW YORK.
(With Liberty to Call at Malabar Coast.)

THE Steamship

"INDRA,"

Captain C. J. Alexander, will be despatched as above on TUESDAY, 7th July.

This Steamer has excellent accommodation for a limited number of saloon Passengers.

For freight and passage, apply to

JARDINE, MATHESON & Co., LTD.,
Agents.

Telephone No. 215, Sub. Ex. 9.

Hongkong, 11th June, 1914. [820

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 28th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.77	29.74	29.72
Temperature	84	82	83
Humidity	77	84	87
Wind Direction	East	SE	East
" Force	3	3	1
Weather	c	c	c
Rain		0.02	—

Highest open air Temperature on 27th... 85
Lowest open air Temperature on 27th .. 79

HONGKONG TIDE TABLE.

From 29th June to 5th July, 1914.

Days of Week	Days of Month	H'kong. Mean Time	Height	H'kong. Mean Time	Height
		HIGH WATER		LOW WATER	
		h. m.	ft. in.	h. m.	ft. in.
Mon.	29	m 2 5	4 0	m 5 51	3 2
		0 50 a	6 4	8 16 a	1 2
Tues.	30	m 2 54	4 3	m 7 18	3 3
	July	2 10 a	5 7	9 5 a	1 3
Wed.	1	m 3 44	4 8	m 9 15	3 1
		3 38 a	5 1	9 53 a	2 3
Thurs.	2	m 4 31	5 3	m 11 8	2 6
		5 10 a	4 6	10 33 a	2 7
Fri.	3	m 5 16	5 9	0 31 a	1 9
		6 40 a	4 2	11 21 a	3 0
Satur.	4	m 6 0	6 5	1 30 a	1 2
		8 6 a	4 0		
Sun.	5	m 6 45	7 0	m 0 3	3 9
		9 20 a	3 9	2 22 a	0 6

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via USUAL PORTS OF CALL	HIMALAYA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 4th July, at Noon.
LONDON & ANTWERP	RADNORSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 8th July.
LONDON & ANTWERP via SINGAPORE, &c.	KHYBER	Brit. str.	—	H. E. Kitcat R.N.R.	P. & O. S. N. Co.	About 8th July.
MARSEILLES via SAIGON, S'PORE, COLOMBO, PORT SAID	V. CIOTAT	Fren. str.	—		MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	Teranake	NIPPON YUSEN KAISHA	On 1st July, at 10 A.M.
MARSEILLES, HAVRE, EMDEN & HAMBURG, &c.	SEGOVIA	Ger. str.	k. w.	Geissel	HAMBURG-AMERIKA LINIE	On 8th July.
MARSEILLES, HAVRE, BREMEN & HAMBURG	PERUSSEN	Ger. str.	k. w.	Lueboke	HAMBURG-AMERIKA LINIE	On 19th July.
HAMBURG & ANTWERP, &c.	SUNDMARK	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINIE	
HAMBURG	HOERDE	Ger. str.	k. w.	Hansen	HAMBURG-AMERIKA LINIE	On 4th July.
HAVRE, EMDEN, HAMBURG & BREMEN &c.	BORKUM	Ger. str.	—		MELCHERS & Co.	On 24th July.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP &c.	GOLDENFELS	Ger. str.	k. w.	Diedrichson	HAMBURG-AMERIKA LINIE	About End of June.
HAVRE, ROTTERDAM & HAMBURG,	EMDEN	Ger. str.	k. w.	Kotste	HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE, BREMEN & HAMBURG, &c.	SELENIA	Ger. str.	k. w.	Christianson	HAMBURG-AMERIKA LINIE	On 18th July.
HAVRE & HAMBURG &c.	MARKOMANNIA	Ger. str.	k. w.	Faas	HAMBURG-AMERIKA LINIE	On 25th July.
VICTORIA, B.C. & SEATTLE via KEELUNG, S'HAI, &c	AWA MARU	Jap. str.	—	Tominaga	NIPPON YUSEN KAISHA	On 5th Aug.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	MONMOUTHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 2nd July, at 4 P.M.
VICTORIA, B.C., & TACOMA via KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSEN KAISHA	On 4th July.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c	CANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 9th July, at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND	ANDALUSIA	Ger. str.	k. w.	Helfer	HAMBURG-AMERIKA LINIE	On 22nd July, at 4 P.M.
TRIESTE, FIUME, VENICE via SINGAPORE, &c.,	E. F. FERDINAND	Aus. str.	—		SANDER, WIELER & Co.	On 2nd Aug.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	KOERBER	Aus. str.	—		SANDER, WIELER & Co.	On 3rd July.
NAPLES, GENOA, ALGIERS, LISBON, S'AMPTON, &c.,	DREFFLINGER	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 15th July, at 3 P.M.
NEW YORK	INDRA	Brit. str.	—	J. C. Alexander	JARDINE, MATHESON & Co., LD.	On 8th July, at 10 A.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	A. J. Hall	CANADIAN PACIFIC R. Co.	On 7th July.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 1st July, at Noon.
SAN FRANCISCO via MANILA & JAPAN, &c.	PERSIA	Am. str.	—	J. Hill	PACIFIC MAIL S.S. Co.	On 8th July, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SHINYO MARU	Jap. str.	—	H. S. Smith	TOYO KISEN KAISHA	On 11th July.
SAN FRANCISCO via KEELUNG, S'HAI & JAPAN, &c	KOREA	Am. str.	—	A. W. Nelson	PACIFIC MAIL S.S. Co.	On 14th July.
AUSTRALIAN PORTS via MANILA	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 23rd July, at 1 P.M.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 1st July, at Noon.
AUSTRALIAN PORTS via MANILA	EASTERN	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 10th July
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	A. Hurtzig	MELCHERS & Co.	On 10th July, at 10 A.M.
JAPAN	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	On 11th July, at 3 P.M.
KOBE & MOJI	LOVAT	Brit. str.	—	R. Clegg	JARDINE, MATHESON & Co., LD.	Quick despatch.
KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE	PRINZ WALDEMAR	Ger. str.	—	O. Jurany	MELCHERS & Co.	On 1st July at 11 A.M.
NAGASAKI KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	About 21st July.
TIENTSIN	CHIPSHING	Brit. str.	—	Schenk	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	ATLANTIQUE	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 5th July, D'light.
SHANGHAI & TSINGTAU	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., LD.	To-day.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-morrow, at D'light.
SHANGHAI	KOERBER	Aus. str.	—		SANDER, WIELER & Co.	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SILESIA	Aus. str.	—		SANDER, WIELER & Co.	On 1st July, at 8 A.M.
SHANGHAI, MOJI & KOBE	INABA MARU	Jap. str.	—	Shinohe	NIPPON YUSEN KAISHA	On 2nd July.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 2nd July.
SHANGHAI	ASSAYE	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	On 2nd July, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	C. FERD. LAEISZ	Ger. bar.	k. w.	Geissel	HAMBURG-AMERIKA LINIE	About 2nd July.
SHANGHAI, KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	On 3rd July.
SHANGHAI & TSINGTAU	KANCHOW	Brit. str.	1 m.	E. H. Laver	BUTTERFIELD & SWIRE	On 3rd July.
SHANGHAI	TORILLA	Brit. str.	—	C. J. Swanson, R.N.R.	DAVID SASSOON & Co., LTD.	On 4th July, at M'night.
SHANGHAI	P. E. FRIEDRICH	Ger. str.	—	C. Mundt	MELCHERS & Co.	On 4th July.
SHANGHAI	NILS	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 8th July.
SHANGHAI	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	About 10th July.
FOOCHOW via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	Quick despatch.
ANPING & TAKAO via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 1st July, at 2 P.M.
TAMSUI via SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 8th July, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 5th July, at Noon.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 1st July, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 3rd July, at 11 A.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	DOUGLAS LAPRAIK & Co.	On 7th July, at 11 A.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	SHEWAN, TOMES & Co.	On 1st July, at 4 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Finlayson	JARDINE, MATHESON & Co., LD.	On 4th July, at 2 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 7th July, at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	KUBI	Am. str.	—	J. Miller	JARDINE, MATHESON & Co., LD.	On 11th July, at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJILATJAP	Dut. str.	—		SHEWAN, TOMES & Co.	On 11th July, at 4 P.M.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	JAVA MARU	Jap. str.	—	D. Fuchigami	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY via SINGAPORE & COLOMBO	KIBIN MARU	Jap. str.	—	Nakamura	OSAKA SHOSEN KAISHA	On 6th July, A.M.
SINGAPORE PENANG & CALCUTTA	NAMSANG	Brit. str.	—	Gilory	NIPPON YUSEN KAISHA	On 6th July.
SINGAPORE, PENANG & CALCUTTA	ABRATOON APCAR	Brit. str.	—	Walker	JARDINE, MATHESON & Co., LD.	To-morrow, at 2 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KAWACHI MARU	Jap. str.	—	Christiansen	DAVID SASSOON & Co., LD.	On 4th July.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	NIPPON YUSEN KAISHA	On 11th July.
PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	MELCHERS & Co.	On 12th July, at 9 A.M.
					BUTTERFIELD & SWIRE	On 1st July, 10 A.M.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

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NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL	
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
MONTEAGLE	Wed'day 1 July	4 July	Moji 6 July N'saki	8 July	11 July	25 July	30 July	6 Aug.
EMPRESS OF RUSSIA	Wed'day 8 July	11 July	12 July	14 July	16 Ju'y	25 July	30 July	6 Aug.
EMPRESS OF INDIA	Wed'day 22 July	25 July	27 July	29 July	31 July	12 Aug.	20 Aug.	27 Aug.
EMPRESS OF ASIA	Wed'day 5 Aug.	8 Aug.	10 Aug.	11 Aug.	13 Aug.	22 Aug.	27 Aug.	3 Sept.
EMPRESS OF JAPAN	Wed'day 19 Aug.	21 Aug.	24 Aug.	25 Aug.	28 Aug.	9 Sept.	16 Sept.	23 Sept.

From L'POOL		From VANCOUVER						
Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
29 May	5 June	EMPRESS OF RUSSIA	11 June	22 June	23 June	25 June	Manila 29 June S'hai	1 July
12 June	19 June	EMPRESS OF INDIA	25 June	9 July	10 July	12 July	14 July	17 July
26 June	3 July	EMPRESS OF ASIA	9 July	20 July	21 July	23 July	Manila 27 July S'hai	29 July
10 Ju'y	17 July	EMPRESS OF JAPAN	23 July	6 Aug.	7 Aug.	9 Aug.	11 Aug.	14 Aug.
		MONTEAGLE						

PASSAGE RATES—HONGKONG TO LONDON.

		VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across	£65 —	£65 —
	Canada £6 additional.	£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES OR TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

1491]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
†SHANGHAI and TSINGTAU	"HANGSANG"	Tuesday, 30th June, D'light.
† KOBE & MOJI	"LOVAT"	Tuesday, 30th June, Noon.
*SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 30th June, 2 P.M.
* MANILA	"LOONGSANG"	Saturday, 4th July, 2 P.M.
* TIENTSIN	"CHIPSHING"	Sunday, 5th July, D'light.
* MANILA	"YUENSANG"	Saturday, 11th July, 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," "LOVAT," "YATSHING" and "SUISANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau & N'chwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 27th June 1914. GENERAL MANAGERS. [11

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.

Hongkong, 16th April, 1914. 4]

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"RADNORSHIRE"	On 8th July.
LONDON & ANTWERP	"DEN OF RUTHVEN"	On 19th July.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND	"MONMOUTHSHIRE" ... On 4th July.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF AIRLIE" ... On 10th Aug.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 20th June, 1914 [40

SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,017, A. Arntzen, 28th June—Bangkok 21st June, Rice.—Chinese.

ATLANTIQUE, French str., 3,472, Charbonnel, 29th June—Saigon 25th June, General.—Messageries Maritimes.

BOURBON, French str., 997, Leverthent, 26th June—Saigon 22nd June, General—Order.

CARL DIEDERICHSEN, German str., 774, Frandsen, 28th June—Holhow 27th June, General.—Jebsen & Co.

ERVIKEN, Norwegian str., 1,344, N. G. Neilsen, 26th June—Kwangyen 23rd June, Cement—A. Bune.

CAPE FINISTERRE, British str., 2,663, T. R. Wilson, R.N.R., 28th June—Moji 22nd June, Ballast.—Dollar Co.

DALAM, German str., 1,186, J. W. Evans, 28th June—Swatow 27th June, General.—Douglas Lapraik & Co.

HANGSANG, British str., 1,336, Spencer Wilde, 27th June—Swatow 26th June, General—Jardine, Matheson & Co.

IRENE, Chinese str., 826, MacLean, 27th June—Shanghai 23rd June, General—China Merchants Steam Navigation Co.

KAIJO MARU, Japanese str., 1,067, Yamamoto, 27th June—Swatow 26th June, General—Osaka Shosen Kaisha.

KANAGAWA MARU, Jap. str., 3,267, Tozawa, 27th June—Moji 21st June, General—Nippon Yusen Kaisha.

KANAKUK, British str., 2,592, T. J. Archbold, 27th June—San Francisco, Bulk Oil.—Standard Oil Co.

KWEICHOW, British str., 27th June—Canton

LIANGCHOW, British str., W. Benson, 27th June—Shanghai 23rd June, General—Butterfield & Swire.

MACKINAW, American str., 2,004, W. G. Krebs, 28th June—Saigon 23rd June, Rice and Cotton.—Order.

RAJABURI, German str., 1,189, C. Wolff, 28th June—Bangkok 19th June, Rice.—Butterfield & Swire.

SAXON MONARCH, British str., 3,624, A. Walker, 26th June—Philadelphia—Case Oil—Standard Oil Co.

SEANG CHOON, British str., 3,722, V. Graves, 26th June—Amoy 25th June, General—Order.

STANDARD, Norwegian str., 894, H. N. Mull, 27th June—Fone Bay 24th June, Salt.—Thoresen & Co.

SUNGKIANG, British str., 1,600, Robinson, 27th June—Pakhoi 25th June, General.—Butterfield & Swire.

TAKSANG, British str., 27th June—Canton.

TELEMACHUS, British str., 1,356, A. Fraser, 28th June—Saigon 24th June, Rice.—Chinese.

YINGCHOW, British str., 27th June—Canton.

ZAFIRO, American str., 1,408, McMurray, 28th June—Manila 25th June, General.—Shewan, Tomes & Co.

DEPARTURES.

June 27th.

CHINGCHOW, British str., for Kwang Yen.
DRUPAR, Norwegian str., for Hoihow.
EIGER, Norwegian str., for Tientsin.
HANGSANG, British str., for Canton.
HONGKONG, French str., for Hoihow.
KAMOR, Norwegian str., for Hoihow.
LIANGCHOW, British str., for Canton.
NAMSANG, British str., for Straits.
NATICA, British str., for Tientsin.
NELLORE, British str., for Singapore.
SYRIA, British str., for Shanghai.
TANON MARU No. 15, Jap. str., for C'tao.
TSURUGIAN MARU, Jap. str., for Miike.
YINGCHOW, British str., for Shanghai.
YUENSANG, British str., for Manila.

28th June.

DAIGI MARU, Japanese str., for Swatow.
DAITEN MARU, Jap. str., for Nagasaki.
FAUSANG, British str., for Saigon.
HAIMUN, British str., for Swatow.
IRENE, Chinese str., for Shanghai.
KANAGAWA MARU, Jap. str., for S'pore.
KWEICHOW, British str., for Swatow.
MONTROSE, British str., for Manila.
SALAMIS, British str., for Kohsichang.
SELUN, Norwegian str., for Bangkok.
TAKSANG, British str., for Swatow.
YUCHOW, British str., for Shanghai.

PASSED THE CANAL.

May 22nd—*Kazemba, Peking.*

May 26th—*Bloemfontein, Polyhemius.*
May 29th—*Ajax, Feddo, Atreus.*

June 2nd—*Benvorlich, Karema, Nubia, Funnan.*

June 5th—*Bayern, C. Ferd. Laeisz, Hirano Maru, Stentor, Atlantique, Glenfary, Talthybius Indraghiri, O. J. D. Ahlers.*

June 9th—*Koerber, Kandahar.*

June 12th—*Belgravia, Eumaeus, Indien, Namur, Nile, Nippon, Peiho, Tydeus, Afghan Prince, Mark.*

June 16th — *Benavon, Telemachus, Puritan.*

June 19th—*China, Hector, Kaga Maru, Persia, P. E. Friedrich, Demodocus, Den of Kelly, Senegambia, Katori Maru, Uckermark.*

June 23rd—*Cardiganshire, Dunbar, Lycaon, Inverclyde, Lützow, Sigmaringen.*

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return „ „ (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return „ „	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
MONDAY, 29TH JUNE, 1914.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*
TUESDAY, 30TH JUNE, 1914.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 5TH JULY, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *HOISANG.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:		FROM COLOMBO:
4th July	"KATHIAWAR"	17th July.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 21st July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

331



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 1st July, 4 P.M.
RUBI	4000	J. Miller... ...	Manila, Mangarin, Cebu and Iloilo	On 11th July, 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light. Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 25th June, 1914. PHILIPPINES S.S. Co. [7

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR		STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA		ATLANTIQUE	On 29th June.
		AMAZONE	On 13th July.

HOMEWARD

MARSEILLES VIA PORTS	V. CIOTAT.....	On 30th June, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

21

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

PERSIA (via Manila)	Sailing	SATURDAY, 11th July, at Noon.
KOREA	„	THURSDAY, 23rd July, at 1 P.M.
SIBERIA	„	SUNDAY, 2nd Aug., at 1 P.M.
CHINA	„	TUESDAY, 11th Aug., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.
The Safety and Comfort of Patrons is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.
TEL. No. 141.

[52

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,
To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE AND YOKOHAMA	"C. FERD. LAEISZ" ...	3rd July.
„ „ „ „	"SENEGAMBIA" ...	17th July.
„ „ „ „	"SCANDIA"	27th July.
„ „ „ „	"ALESIA"	14th Aug.
„ „ „ „	"SITHONIA"	23rd Aug.
„ „ „ „	"LIBERIA"	11th Sept.
„ „ „ „	"ALTMARK"	18th Sept.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"ANDALUSIA"	2nd Aug.
„ „ „ „ „ ...	"BELGRANIA"	17th Sept.
„ „ „ „ „ ...	"BRASILIA"	12th Oct.
HAMBURG & ANTWERP	"SUEDMARK"	4th July.
MARSEILLES, HAVRE, EMDEN & HAMBURG ...	"SEGOVIA"	8th July.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP ...	"GOLDENFELS" ...	12th July.
HAVRE, ROTTERDAM & HAMBURG	"EMDEN"	18th July.
MARSEILLES, HAVRE, BREMEN & HAMBURG ...	"PREUSSEN"	19th July.
HAMBURG...	"HOERDE"	24th July.
HAVRE, EMDEN & HAMBURG	"SILESIA"	29th July.
HAVRE & HAMBURG	"MARKOMANNIA" ...	5th Aug.
GENOA, DUNKIRK & HAMBURG	"FRISIA"	7th Aug.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"O. J. D. AHLERS" ...	22nd Aug.
HAVRE, EMDEN & HAMBURG	"SENEGAMBIA" ...	25th Aug.

For Further Particulars, apply to—
Hongkong, 26th June, 1914.

HAMBURG-AMERIKA LINIE,
Hongkong Office. [6

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
‡ "CHICAGO MARU" ...	K. Hori ...	THURSDAY, 9th July, at 4 P.M.
† "CANADA MARU" ...	H. Yamamoto ...	WED'DAY, 22nd July, at 4 P.M.
† "TACOMA MARU" ...	T. Hamada ...	THURSDAY, 6th Aug., at 4 P.M.
‡ "PANAMA MARU" ...	J. Kanso ...	WED'DAY, 19th Aug., at 4 P.M.
‡ "SEATTLE MARU" ...	T. Saito ...	THURSDAY, 3rd Sept., at 4 P.M.
† "MEXICO MARU" ...	N. Kobayashi ...	WED'DAY, 16th Sept., at 4 P.M.

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE. PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"JAVA MARU"	D Fuchigaami ...	MONDAY, 6th July, A.M.
"INDO MARU"	K. Komiya ...	THURSDAY, 13th Aug. A.M.
"LUZON MARU"	T. Miyata ...	

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto ... WED'DAY,	1st July, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	K. Murakami ... SUNDAY,	5th July, at Noon.
"DAIGI MARU" ...	S. Tokushige ...	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Hatteri ... WED'DAY,	8th July, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Hattori ... FRIDAY,	3rd July.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor No. 1 Queen's Building.

774

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
June 25	HIMALAYA ...	June 30	July 4	MOLDAVIA ...	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA ...	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18
Aug. 20	HIMALAYA ...	Aug. 25	Aug. 29	MALWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA ...	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
					Friday	(Thursday
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	DEVANHA ...	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.
Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

			LONDON			
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"		„	£59.	„	£89.
2nd Saloon	"A"	„	„	£44.	„	£66.
	"B"	„	„	£40.	„	£60.
			MARSEILLES			
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	„	„	£55.	„	£83.
2nd Saloon	"A"	„	„	£42.	„	£63.
	"B"	„	„	£38.	„	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
*KHYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return
FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

74

NIPPON YUSEN KAISHA



THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYAZAKI MARU Capt. Teranaka,	16,000	WEDNESDAY, 1st July, at 10 A.M.
	KITANO MARU Capt. Cope,	16,000	WEDNESDAY, 15th July, at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ AWA MARU Capt. Tominaga,	12,500	THURSDAY, 2nd July, at 4 P.M.
	§ SHIDZUOKA MARU Capt. Deguchi,	12,500	TUESDAY, 14th July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine,	13,500	WEDNESDAY, 1st July, at Noon.
	NIKKO MARU Capt. R. Takeda,	9,600	WEDNESDAY, 29th July, at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	KAWACHI MARU Capt. Christiansen,	12,000	SATURDAY, 11th July.
BOMBAY VIA SINGAPORE, and COLOMBO	KIRIN MARU Capt. Nakamura,	5,000	MONDAY, 6th July.
SHANGHAI, MOJI and KOBE	INABA MARU Capt. Shinobe,	12,600	THURSDAY, 2nd July.
SHANGHAI, KOBE and YOKOHAMA	SANUKI MARU Capt. Date,	12,500	FRIDAY 3rd July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda,	9,600	TUESDAY, 30th June at Noon.
KOBE and YOKOHAMA ...	HIRANO MARU Capt. Fraser,	16,000	WEDNESDAY, 1st July, at 11 A.M.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd „ ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241

[8 9-10

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. J. Coldwell	About 2nd July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	HIMALAYA Capt. W. W. Cooke, R.N.R.	Noon, 4th July.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	KHYBER Capt. H. E. Kitcat, R.N.R.	About 8th July.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE Capt. H. Powell	About 10th July.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 29th June, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 30th June, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 30th June, 4 P.M.
PAKHOI and HAIPHONG	"SUNGKIANG"	On 1st July, 10 A.M.
SHANGHAI	"LUCHOW"	On 2nd July, 4 P.M.
SHANGHAI and TSINGTAU	"KANCHOW"	On 4th July, M'night.
MANILA, CEBU and ILOILO	"CHINHUA"	On 7th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI AND TSINGTAU LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—

HONGKONG TO SHANGHAI:—SINGLE $45. RETURN $75.
" " TSINGTAU:— " $78. " $125.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 29th June, 1914. TELEPHONE 36. AGENTS. [5

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	4th July.	On 10th July, 10 A.M.
ALDENHAM	1st August.	On 31st July, 10 A.M.
EMPIRE	22nd August.	On 28th Aug. 10 A.M.
ST. ALBANS		On 18th Sept. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS

39

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SHANGHAI, KOBE and MOJI on 4th July.
S.S. "DILWARA," 5,378 tons, Captain G. N. Ramage, R.N.R., will be despatched for KOBE and MOJI on 13th July.

WESTWARD

S.S. "ABRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PENANG and CALCUTTA on 4th July.
S.S. "TAKADA," 6,900 tons, Captain Robins, will be despatched as above on 9th July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, 29th June, 1914. [49

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	
"HAITAN" ...	Capt. J. W. Evans ...	TUESDAY,	30th June, at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	FRIDAY,	3rd July, at 11 A.M.
"HAICHING" ...	Capt. W. C. Pasmore ...	TUESDAY,	7th July, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart ...	WEDNESDAY, 1st July, at 11 A.M.

During the Months of JULY and AUGUST FIRST CLASS RETURN FARES TO FOOCHOW will be subject to a Reduction of 20 per cent. on the full Fares.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 27th June, 1914. [4

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots...	TUES., 14th July.
CHIYO MARU	22,000—21 knots...	TUES., 4th Aug.
TENYO MARU	22,000—21 knots...	TUES., 25th Aug.
* NIPPON MARU	1,000 — 18 knots ...	TUESDAY, 8th Sept.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON £71.10.... RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI $120. KOBE $135. YOKOHAMA $150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS. HONOLULU. HILO. MANZANILLO. SALINA CRUZ. CALLAO. IQUIQUE AND VALPARAISO. THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU ...	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT, King's Building.

TELEPHONE 291. [212

THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

BUTTERFIELD & SWIRE, HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." 915

AUSTRIAN LLOYD'S S.S. CO.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

SAILING FROM HONGKONG:

OUTWARD

FOR SHANGHAI Direct S.S. "KOERBER" 9,900 Tons. On 1st July, at 8 a.m.
FOR SHANGHAI, YOKOHAMA, KOBE and MOJI S.S. "SILESIA"... ... 10,500 Tons. On 2nd July. (Cargo only).

HOMEWARD

FOR TRIESTE (Venice) direct via Straits, Colombo, Djibuti, Suez Canal... S.S. "KOERBER," 9,900 Tons. On 15th July, at 3 p.m.
FARES: I £50. II £30. III £10.
FOR TRIESTE (Venice) via Bombay... ... S.S. "F. FERDINAND"... 12,300 Tons. On 3rd July.
FARES: I Saloon only £43.

Taking cargo on through Bills-of-Lading to all Adriatic and Black Sea Ports, etc.
All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.

THROUGH TO LONDON SINGLE I £55.5.3 II £39.1.2
" " RETURN I £90 II £63.1.0
" " PARIS SINGLE $33.14.3 II £38.3.6

CIRCULAR TICKETS VIA SIBERIA, for the voyage one way by Siberian Railway, returning by steamers via Suez Canal *or vice versa*.
FARES: range I Cl. from £98.10 to £113.4.6; II Cl. from £63.2.4 to £77.3.6 according to the route selected.
Passengers have the option of breaking the voyage at way-ports and proceeding on by any vessel of the Austrian Lloyd, P. & O., North German Lloyd, Messageries Maritimes, Russian Volunteer Fleet.
ROUND THE WORLD TICKETS.
EASTWARD: From Hongkong via Canada or U.S. to a European Port and back to Hongkong via Suez Canal.
WESTWARD: From Hongkong via Suez Canal to European Port, thence via Canada or U.S. back to Hongkong.
FARES: I Saloon only £118.15.

For full particulars as to passages and freights, apply to

SANDER, WIELER & Co., AGENTS, Princes' Building.

Hongkong, 17th June, 1914. [43

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER," Capt. F. PROSCH,	17,000	Wednesday, 8th July, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"P. E. FRIEDRICH," Capt. C. M. NDT,	16,000	About Wed'day, 8 July.
MANILA, ANGAUR, YAP, MARCONN, NEWGUINEA, BRISBANE SYDNEY and MELBOURNE ...	"PRINZ SIGISMUND," Capt. A. HURTZIG,	6,000	Saturday, 11th July, at 3 P.M.
KOBE...	"PRINZ WALDEMAR" Capt. O. JURANY,	6,100	About Tuesday, 21st July.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Tuesday, 14th July, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD. Steamship	about	HOMEWARD.
"MARK"	6th July.	FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG: S.S. "ALTAIR" Beginning of July.
"GOETTINGER"	19th July.	FOR HAVRE, EMDEN AND HAMBURG/BREMEN S.S. "DURENDART" Middle of July.
"TUEBINGEN"	3rd Aug.	FOR NAPLES, GENOA, ROTTERDAM AND HAMBURG/BREMEN: S.S. "GERNIS" about 15th July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD. MELCHERS & CO., GENERAL AGENTS.

Hongkong, 18th June, 1914. [118

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Sails Hongkong for Australia.
"TAIYUAN"	5th July.	10th July.
"CHANGSHA"	8th August.	14th August.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 29th June, 1914. TELEPHONE No. 36. AGENTS. [878

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP..	JAPAN	First half of July.	JAVA	First half of July.
TJILIWONG	JAVA	First half of July.	JAPAN	First half of July.
TJITAROEM	JAVA	First half of July.	SHANGHAI	First half of July.
TJIKINI ...	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIMAHI ...	JAVA	Second half of July.	JAVA	First half of Aug.
TJIPANAS...	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJIBODAS...	JAVA	First half of Aug.	JAPAN	First half of Aug.
TJIMANOEK	JAVA	First half of Aug.	SHANGHAI	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor.
Hongkong, 29th June, 1914. [18

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913. [724

Hoehl Extra Dry

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OBTAINABLE FROM

KARL BRANDES,

No. 2, PEDDER STREET.

Hongkong, 29th June, 1914. [36-22

SONDEREGGER & CO.,

HERISAU.

SWISS EMBROIDERIES

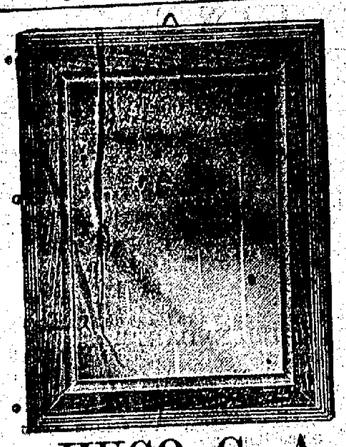
EMBROIDERED HALF-FINISHED DRESSES IN COTTON, WOOL AND SILK, FOR LADIES AND CHILDREN, EMBROIDERED LACES, EMBROIDERED HANDKERCHIEFS.

Please apply for illustrated Catalogues, giving prices free China ports to:

HUGO C. A. FROMM,

HONGKONG.

Hongkong, 29th June, 1914. [36-57



GUSTAV AHRENDTS

FUERTH i/Bav.

MIRRORS

OF EVERY DESCRIPTION

BEVELLED AND WITH ETCHING, A SPECIALLY.

Please apply for Catalogues to:—

HUGO C. A. FROMM, HONGKONG.

Hongkong, 29th June, 1914. [36-42

POST OFFICE NOTICE.

In future the outward Siberian Mails will be forwarded from Shanghai by the Tientsin-Pukow Railway, which makes connection with the Trans-Siberian Mail trains. These mails are closed at the Shanghai British Post Office at 11.30 a.m. and 5 p.m. on Mondays and at 8.30 p.m. on Thursdays.

The *Ville de la Ciotat*, with the AMERICAN MAILS ex *Hongkong Maru* and *Persia*, is due to arrive here to-day.

FOR	PER	DATE
Hoihow, Haiphong and Pakhoi...	*Carl Diederichsen*	Monday, 29th, 5.00 P M
*Shanghai and *North China	*Hangsang* ...	Monday, 29th, 5.00 P M
*Japan via *Kobe...	*Lovat* ...	Tuesday, 30th, 10.00 A M
Japan via Nagasaki,..	*Nikko Maru*	Tuesday, 30th, 10.00 A M
Swatow, Amoy and Foochow	*Haitan*	Tuesday, 30th, 10.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON, Extra postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).	*Ville de la Ciotat*	Tuesday, 30th, (Printed Matter and Samples 10.00 A M; Registration 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M). Registration Kowloon B.O.... .. 9.30 A M; Letters .. 11.00 A M
Straits and India via Calcutta ...	*Namsang* ...	Tuesday, 30th, 9.00 A M
*Shanghai and *North China	*Liangchow* ...	Tuesday, 30th, 3.00 P M
Philippine Islands	*Tean* ...	Tuesday, 30th, 3.00 P M
Shanghai and North China	*Koerber* ...	Tuesday, 30th, 5.00 P M
		—: JULY :—
Pakhoi and Haiphong	*Sungkiang* ...	Wednesday, 1st, 9.00 A M
Straits and Ceylon	*Miyasaki Maru* ...	Wednesday, 1st, 9.00 A M
Swatow	*Haimun* ...	Wednesday, 1st, 10.00 A M
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island ...	*Tango Maru* ...	Wednesday, 1st, 10.00 A M
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via MOJI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA) [To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 11.30 a.m., on Monday, the 6th July.	*Monteagle*...	Wednesday, 1st, Registration ... 9.00 A M; Registration Kowloon B.O. ... 9.30 A M; Letters .. 10.30 A M
Swatow, Amoy and Foochow	*Kaijo Maru* ...	Wednesday, 1st, 1.00 P M
Philippine Islands	*Zafiro* ...	Wednesday, 1st, 3.00 P M
*Shanghai,*North China&*Japan via*Yokohama	*Silesia* ...	Thursday, 2nd, 1.00 P M
*Shanghai and *North China ...	*Luchow* ...	Thursday, 2nd, 3.00 P M
Formosa via Keelung, Japan via Moji, Victoria, B.C. and Seattle	*Awa Maru* ...	Thursday, 2nd, 3.00 P M
Swatow, Amoy and Foochow ...	*Haivang* ...	Friday, 3rd, 10.00 A M
*Shanghai,*North China, & *Japan via *Kobe	*Torilla* ...	Friday, 3rd, 5.00 P M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via BRINDISI ... (Late Letters 11.00 to NOON, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 3rd July, at 5 p.m. ...	*Himalaya* ...	Saturday, 4th, (Printed Matter and Samples ... 10.00 A M; Registration 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M) Registration, Kowloon B.O. 9.30 A M; Letters 11.00 A M
Philippine Islands	*Loongsang*... ...	Saturday, 4th, 1.00 P M
*Straits and *India via Calcutta	*Arratoon Apcar*	Saturday, 4th, 2.00 P M
*Tientsin	*Chipshing*...	Saturday, 4th, 5.00 P M
Shanghai and North China	*Kanchow* ...	Saturday, 4th, 5.00 P M
[To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 8.30 p.m., on Thursday, the 2nd July.]		
Swatow, Amoy and Foochow	*Haiching* ...	Tuesday, 7th, 10.00 A M
Philippine Islands	*Chinhua*	Tuesday, 7th, 3.00 P M

* Specially superscribed correspondence only.

TO-MORROW

11 a.m.—Hongkong Fire Insurance Co., Ltd., Extraordinary General Meeting.

FORTHCOMING EVENTS.

Saturday, 4th July:—
8.30 p.m.—The Victoria Printing Press, Ltd., Meeting of the Creditors.
9.15 p.m.—Frivolity Freear at the Theatre Royal.

Monday, 6th July:—
3 p.m.—Auction of Crown Land at Cha Kwo Ling and Lyeemun in the New Territories, by Public Works Dept.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.

PRICE $5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914.

COMMERCIAL.

CLOSING QUOTATIONS.

	June 27th.
ON LONDON:—	
Telegraphic Transfer ...	1/10⅛
Bank Bills, on demand ...	1/10⅜
Bank Bills, at 30 days' sight ...	1/10⅜
Bank Bills, at 4 months' sight ...	1/10⅜
Credits, at 4 months' sight ...	1/1
Documentary Bills 4 months' sight	1/1
ON PARIS:—	
Bank Bills, on demand ...	238½
Credits, at 4 months' sight ...	243½
ON GERMANY:—	
On demand ...	194½
ON NEW YORK:—	
Bank Bills, on demand ...	46⅛
Credits, at 60 days' sight ...	47⅛
ON BOMBAY:—	
Telegraphic Transfer ...	141½
Bank, on demand ...	141½
ON CALCUTTA:—	
Telegraphic Transfer ...	141½
Bank, on demand ...	141½
ON SHANGHAI:—	
Bank, at sight ...	74½
Private, 30 days' sight ...	75⅜
ON YOKOHAMA:—On demand ...	92½
ON MANILA:—On demand—Pesos—92⅜	
ON SINGAPORE:—On demand ...	81½
ON BATAVIA:—On demand ...	114⅜
ON HAIPHONG:—On demand ...	nom.
ON SAIGON:—On demand ...	nom.
ON BANGKOK:—On demand ...	81½
SOVEREIGNS, Bank's Buying Rate ...	$10.45
GOLD LEAF, 100 fine, per tael ...	$55.20
BAR SILVER, per oz. ...	26⅝

SUBSIDIARY COINS.	per cent.
Hongkong...20 cents pieces...	$ 9.20 discount.
Hongkong ...10 „ ...	$10.00 „

MAILS VIA SIBERIA.

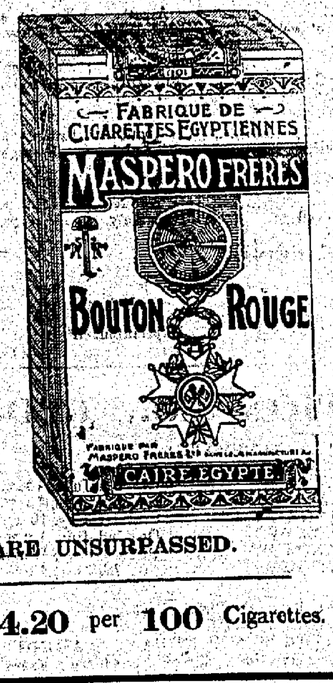
London Date	Due Shanghai
June 10th.	June 27th.



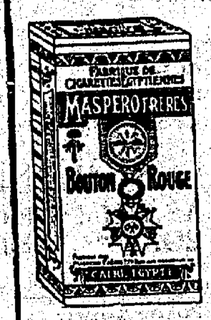
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ARE UNSURPASSED.

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WHITE HORSE

WHISKY.

HEART TONIC DIGESTIVE AND NON-GOUTY.

$20 DOZ. INCLUDING DUTY.

LANE, CRAWFORD & CO.,

SOLE AGENTS. [676



HAVE YOU SEEN THE

"MILKMAID"

WINDOW

AT THE

FRENCH STORE?

IT IS WELL WORTH A VISIT AS SHOWING THE VARIOUS

"MILKMAID"

PRODUCTS.

[27-1

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.

ELECTRO-PLATING AND REPAIR WORKSHOPS:

OBSERVATION POINT, WANCHAI.

The Electro-Plating Works laid down some years ago have proved a distinct success, both in the high quality of work expeditiously turned out and also in the fact that our clients are saved considerable delay and HEAVY EXPENSE in sending home tarnished metal ware for replating.

This VARIABLE and DAMP CLIMATE will cause both silver and electro-plated metal to tarnish, therefore *why* allow such eyesores, when it is possible to make equal to new at small cost.

The Workshop Plant has recently been considerably enlarged with additional facilities for BRONZING, ANTIQUE COPPER, OXYDIZED SILVER and other fancy finishes.

SHIPS' FITTINGS.

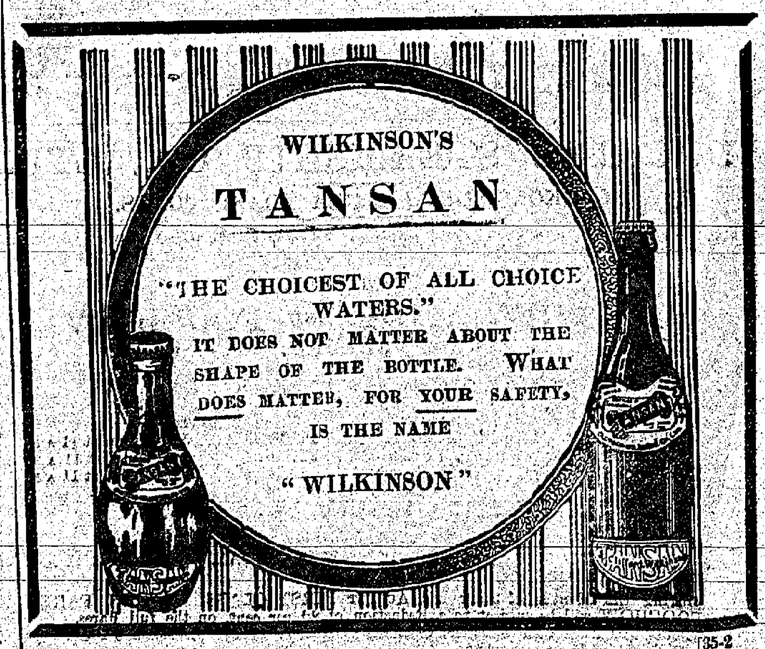
It is hardly necessary to dilate on the great convenience to shipping firms, in the knowledge that Saloon, Cabin or Deck Fittings, dinner services, etc., can be made equal to new in the shortest time at reasonable cost.

HOUSE AND SHOP FITTINGS.

Dinner Services, Ornaments, Shop Rails and Fittings, etc., all need attention in the course of time, and the benefits of local remedy again appeal strongly.

GOLF CLUBS.

Cleaned and burnished on the shortest notice. [494



[35-2

SHARE LIST.—QUOTATIONS.

HONGKONG, 27TH JUNE, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$317½, buyers; L'don £8¼	5¼ p.c
China Borneo Company, Limited ..	60,000	$12	all	$11½	10 p.c.
China Light and Power Company, Ltd.	50,000	$5	all	$5, sal. & sel.	
	50,000	$1	all	$1, sellers	8 p.c.
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$8½, sellers	
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ltd	20,000	Tls. 50	all	Tls. 127, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	$10	all	$7⅞, buyers	
Dairy Farm Company, Limited ..	40,000	$7½	all	$39, sellers	3½ p.c
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$83, buyers	4 p.c.
H'kong. and Whampoa Dock Co., Ltd.	50,000	$50	all	$62, buyers	4½ p.c.
New Amoy Dock Co., Limited...	10,000	$63	all	$84½	
S'hai. Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59	
S'hai. and Hongkew Wharf Co., Ltd. ..	36,000	Tls. 100	all	Tls. 91	
Green Island Cement Co., Limited...	400,000	$10	all	$5.90, sellers	
Hongkong Electric Co., Limited ...	60,000	$10	all	$39, buyers	4½ p.c.
Hongkong Hotel Company Limited ...	20,000	$50	all	$125, buyers	5⅜ p.c.
Manila Metropole Hotel, Limited ..	15,000	Ps. 10	all	P3½, sellers	
Hongkong Ice Company, Limited ..	5,000	$25	all	$200, buyers	4½ p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$25, buyers	9 p.c.
Hongkong Sugar Refining Co., Ltd.	15,000	$5	all	$2	
H'kong. & South China Steam Fishers Co., Ltd.	15,000	$10	all	$10	
Hongkong Steel Foundry Co., Ld. ...	325,000	5/-	all	9/3, buyers	
Hongkong Tramway Co., Ltd. ...					
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$310, buyers	6⅜ p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$153, buyers	6½ p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$387½, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 140	
Union Insurance Society, Limited	12,400	$250	$100	$775, buyers	6½ p.c.
Yangtsze Insurance Association, Ld	12,000	$100	$60	$194, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$114, buyers	6⅛ p.c.
Hongkong Central Estate, Ltd. ...	10,000	$100	all	$100, sal. & buy.	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$7½	6½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$44	6½ p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 92	
West Point Building Co., Limited ..	12,500	$50	all	$75, buyers	6 p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 44	
MINING.—					
Chinese Engineering and M. Co., Ld	1,000,000	£1	all	33/6, sellers	
Heawood Tin and Rubber Estate, Ld	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	£3, sellers	
Tronoh Mines, Limited ...	160,000	£1	all	28/6, sellers	
	25,000	$10	all	$91, buyers	8⅛ p.c.
Peak Tramways Co., Limited ..	50,000	$10	$1	$0.90, sellers	
Philippine Co., Limited ...	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe de	13,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$79, sales	4 p.c
Luzon Sugar Refining Co., Limited	7,000	$100	all	$28, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld	30,000	$25	all	$3, sellers	
Douglas Steamship Co., Limited.	20,000	$50	all	$30½, buyers	8⅓ p.c
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$26⅔, buyers	7½ p.c.
Indo-China Steam Navigation Co., Ld	60,000 pref.	£5	all	$54, L'don. sal. £7.	
	60,000 def.	£1	all	97/6, x. div. buy.	
Shell Transport & Trading Co., Ld	2,500,000	$10	all	$46, sellers	4½ p.c.
Star Ferry Company, Limited	40,000	$25	all	$26, buyers	
South China Morning Post, Limited	6,000	$5	all	$5, sal. & sel.	
Steam Laundry Company, Limited	20,000				
STORES AND DISPENSARIES —					
Powell, Wm., Limited ..	15,000	$7	all	$3½	6 p.c.
Watson & Co., A. S., Limited	92,000	$10	all	$7.20, buyers	9½ p.c.
Union Waterboat Co., Limited	50,000	$10	all	$19, sellers	6½ p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

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RICH THICK CREAM.
MILKMAID BRAND

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Simply PURE CREAM.

Hongkong Daily Press.

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LUSTRES
TWO QUALITIES
CREAM Colour
$10.00 and $12.50
per piece of 30 yards.
ALEX. ROSS & Co.,
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[778

No. 17,516. 第一萬七千五百十六號 日七初月五閏年寅甲 HONGKONG, MONDAY, JUNE 29TH, 1914. 一拜禮 號九十二月六年三國民華中 PRICE, $3 PER MONTH.

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STERILIZED
NATURAL MILK.



PURE SWISS
MILK.

THE BERNESE ALPS MILK CO.
STALDEN, SWITZERLAND.

ASK FOR IT!!

AGENTS:—
F. BLACKHEAD & Co.
TELEPHONE 66.
Hongkong, 8th June, 1914. [495

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th June, 1914. [805

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(MITSU BISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.
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BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA TSURUGA, SHANGHAI, HONGKONG, HANKOW, PEKING.
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MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO Co., LTD.
GLASGOW—Messrs. A. R. BROWN, MCFARLANE & Co., LTD.
For Particulars, apply to—
K. KATO,
Manager.
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614

PEAK TRAMWAY COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes.
8.00 „	to 10.00 „	„ 10	„
10.00 „	to 11.00 „	„ 15	„
11.30 „	to 12.45 p.m.	„ 15	„
12.45 p.m.	to 1.15 „	„ 10	„
1.15 „	to 1.45 „	„ 15	„
1.45 „	to 2.15 „	„ 10	„
2.15 „	to 5.00 „	„ 15	„
5.00 „	to 8.10 „	„ 10	„

NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to 10.30 a.m.	Every 15	minutes.
10.30 „	to 11.00 „	„ 10	„
11.30 „	to 12.00 noon	„ 15	„
12.00 noon	to 1.00 p.m.	„ 10	„
1.00 p.m.	to 5.00 „	„ 15	„
5.00 „	to 6.00 „	„ 10	„
6.00 „	to 7.00 „	„ 15	„
7.00 „	to 8.10 „	„ 10	„

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [502

OREGON PINE.
THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.
Hongkong, 27th June, 1914. [728

WEISMANN'S - - FOR QUANTITY.
WEISMANN'S - - FOR PURITY.
WEISMANN'S - - FOR QUALITY.
[29

SOUTH MANCHURIA RAILWAY.
SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.
TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).
THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. *SAKARI MARU* and *KOBE MARU* (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

Connecting at Harbin with		Wagon-Lits for Moscow	Russian State Express For St. Pet'g.	Russian State Express For Moscow
			Sakari	Kobe
1st Class Fares $ 40.00	Shanghai (S.M.R. Str.) Lv.	Forenoon	Mon. Wed.	Wed. Fri.
	Dairen Ar.			
Y 14.85	(S.M.R. Train) Lv.	3.25 p.m.	Wed. Th.	Sun.
	Mukden „ Ar.	11.25 „	„ „	„ „
Y 11.50	„ Lv.	11.45 „	„ „	„ „
	Changchun „ Ar.	7.10 a.m.	Th. Fri.	Mon.
R 9.60	(Russian Train) Lv.	*9.00 „	„ „	„ „
	Harbin „ Ar.	*3.00 p.m.	„ „	„ „

SOUTH BOUND.

Connecting at Harbin with		Wagon-Lits from Moscow	Russian State Express From St. Pet'g.	Russian State Express From Moscow
			Sakari	Kobe
R 9.60	Harbin (Russian Train) Lv.	*10.10 a.m.	Fri.	Th. Mon.
	Changchun (S.M.R. Train) Lv.	*4.30 p.m.	„ „	„ „
Y 11.50	Mukden „ Ar.	5.45 „	„ „	„ „
	„ „ Lv.	6.45 a.m.	„ „	„ „
Y 14.85	Dairen „ Ar.	1.05 „	„ „	„ „
	„ „ Lv.	2.00 „	Fri. Th.	Tues.
Y 40.00	Shanghai „ (S.M.R. Str.) Ar.	Noon.	Sat. Mon.	Fri. Th. Mon.
		Forenoon	Mon.	Sat.
			Kobe	Sakari

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and *vice versa*, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.
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THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[661

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Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.
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Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 431 ft.

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IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
Phillipine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Telegrams—Rosewood. Telephone No. 1463. P.O. Box No. 639.
Hongkong, 2nd May, 1914. [652

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contraflo Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.
AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

		Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft.	53 ft.	24 ft.
	No. 3	714 ft	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.
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	Floating Docks. No. 1.	No. 2.
Lifting Power	7,000 Tons.	2,000 Tons.
Max. Length of Ship taken in	460 Feet	380 Feet.
Max. Breadth „ „ „	56 „	66 „
Max. Draft „ „ „ „	22	26 „

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.
Floating Sheerlegs, capable of lifting 40 tons weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION
[850

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119

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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

CHATBURN.—On the 19th June, at Shanghai, the wife of E. J. CHATBURN, a son.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 29TH, 1914.

THE exploiting of Chinese art treasures and national possessions by foreigners and Chinese alike has been the subject of protest, mainly by friendly foreigners who disliked to see the ravages of vandals, and the outcome of that agitation has been to create a sentiment among Chinese themselves in favour of preserving the antiquities which illustrate their long and glorious history. Now comes the welcome announcement that the Government has been moved to take steps in the matter. The PRESIDENT has issued an order prohibiting the indiscriminate sale to foreigners and the consequent export of Chinese antiquities, and instructing the Ministry of Interior to co-operate with the Shuiwuchu in classifying the articles which may and which may not be exported. It may now be presumed that the trade which flourished on the despoiling of temples and the desecration of national monuments will be brought to an end. Foreigners have always been struck by the peculiar anomaly that the Chinese, while venerating the past, have allowed the ancient temples and monuments to fall into disrepair, no hand being raised to preserve them. It is true, as a writer in a Northern contemporary remarks, that the buildings have usually been of an unsubstantial character which could not defy the tooth of time, while the monuments erected to keep green the memory of men and women were generally in the shape of honorific arches which were apt to get off the perpendicular and tumble down, and the ancient porcelains, paintings and bronzes got largely destroyed in times of confusion. While conceding this, it will perhaps be admitted that buildings are still in existence which are worth preserving, that monuments survive, in a mutilated condition no doubt, which call for care and protection from further ravages at the hand of Father Time or at the hand of the greedy despoiler, and that priceless treasures in the form of old pictures, paintings, porcelains, jewels, specimens of lost arts, etc., remain in the country and should be regarded as a national heritage. The order just promulgated aims at restricting the wholesale export of the more portable articles such as paintings, bronzes, etc., and at punishing those found guilty of despoiling national monuments. It is deplorable to observe what ravages have been wrought simply for the greed of gain. Sculptures have been defaced, colossal figures have badly suffered at the hands of the despoiler, who has carried away parts of them, holy relics have been stolen from temples, and priceless treasures have been surreptitiously removed from palaces and sold. Instances come to memory in great number and need not be detailed. As the competition for these increases among foreign dealers, the need for such an organisation as the China Monuments Society, whose headquarters are in Peking, become apparent, but something more definite was required, and that lack is now supplied by the Mandate of the PRESIDENT. Of course, the Order is one that needs to be executed with discretion. The legitimate trade in curios will not be interfered with. Bronzes and brasses manufactured to look like old pieces will still be for sale to those who want "Something Chinese" to take to their homes as souvenirs of China. The same with modern porcelains and pictures and dresses, etc. If a man likes to establish a factory for the manufacture of vases of the KANG HI period and sells them at a profit of about a thousand per cent., it is not to be supposed that the authorities will frown upon his enterprise or close down his business. The Order is not concerned with protecting the foreign purchaser or exercising a paternal watchfulness over the ethics of the Chinese business man. But if it puts a stop to the wholesale export of those ancient relics, which are rightly regarded as the property of the nation, then the results will justify the promulgation of the Order and its execution by the police.

H.E. the Governor has accepted the resignation by Captain C. Forsyth of his commission in the Hongkong Volunteer Corps.

A message received in the Colony at 8.45 a.m. yesterday from Manila stated that a typhoon East of Northern Luzon, more than 300 miles distant, was moving North-West.

H.E. the Governor has been pleased to appoint Mr. E. L. Martyn Lobb, F. R. C. S., L. R. C. P. (Lond.), M.B. (Lond.), M.S. (Lond.), to be Honorary Visiting Surgeon to the Government Civil Hospital, with effect from the 1st July, 1914.

The *N.-C. Daily News* says:—"The news that the *Buelow* has been refloated without loss of life is the more welcome in view of the fact that one of her passengers was Mr. W. D. Graham, of Shanghai. It is a curious coincidence that, so soon after the loss of the *Empress of Ireland*, a second passenger from the East bearing that name should so narrowly miss disaster."

We learn that an agreement has been entered into for the sale of the land and buildings of the Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., for the sum of $400,000. The completion of the sale will not take place till some months after the departure of the machinery for Shanghai, and it is expected that a return of approximately $2 a share will be made to shareholders.

A collision occurred recently between the I.C. str. *Loongwo* and S.M.S. *Jaguar* off Collinson Island in the Yangtsze. The river steamer left Hankow the previous night carrying a full complement of passengers for Kuling, while the *Jaguar* was bound up for Hankow. After the collision both vessels continued on their way. On an examination, Captain Christie found a large hole had been made in the port bow of his ship above the water-line. Several plates had also been started below the water-line and the vessel took in a little water. As soon as possible temporary repairs were made by the crew, and the vessel then proceeded on her voyage down river. When Shanghai was reached her cargo was discharged as soon as possible and the vessel was docked for repairs. The damages, the *Mercury* says, were not of a very serious nature. The *Jaguar* suffered slight damage about the bows.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CALIFORNIAN LAND LEGISLATION.

JAPAN REJECTS TREATY PROPOSED BY AMERICA.

WASHINGTON, June 27th.

Correspondence between the United States and Japan has been published, showing that the latter had declined to accept the Treaty proposed by the United States for dealing with the difficulty raised through Japan's reiterated and most emphatic protest against the land legislation in California.

Japan presented a Note a fortnight ago saying that the projected Treaty would create new difficulties, repeating the claim for fair and equal treatment of her subjects, and refusing to regard the question as closed as long as the existing state of things was allowed to continue.

Mr. Bryan replied to this Note two days ago, but the reply has not been published yet either in the United States or in Japan. It is, however, understood that, while reaffirming the position of the United States, it leaves the matter open for further negotiation.

THE RUBBER INDUSTRY.

ADVANTAGES OF THE EAST.

LONDON, June 27th.

In the course of a discussion on cultivated rubber at the Rubber Congress in London, it was stated that the East possessed all the advantages necessary to produce rubber of a more stable quality than any other part of the world.

Dr. Schidzowitz thought if manufacturers would work towards using plantation rubber without washing it they would learn a great deal. He believed that therein lay a great secret.

Several speakers stated that experiments had not proved that the use of sodium bisulphate was harmful.

Mr. W. R. Dunstan, Director of the Imperial Institute, said it was premature to discuss the standardisation of rubber, as chemical analysis had not yet enabled them to judge qualities. Sir Edward Rosling's suggestion for blending the rubber of the different plantations, thus arriving at a common standard, deserved careful consideration.

SIR RICHARD DANE IN LONDON.

LONDON, June 27th.

Sir Richard Dane has arrived in London. Interviewed by a representative of the *Morning Post*, he denied that he was visiting England on a special mission, and affirmed that he was on holiday. Sir Richard Dane said he liked China, and believed in the country. The general position of the country was improving steadily.

RUSSIA AND THE FAR EAST.

STRATEGICAL ROADS TO BE LAID OUT.

ST. PETERSBURG, June 28th.

At a secret sitting, the Duma passed four Bills, including one providing for the construction of strategical roads in the Far East.

BLACK OUTLOOK IN ALBANIA.

LONDON, June 27th.

The situation in Albanja is daily becoming more hopeless.

The Queen of Roumania has invited the Princess of Albania to send her children to Roumania.

The Turkish flag floats over the towns which the insurgents have captured.

INSURGENTS ASK FOR NEW PEACE NEGOTIATIONS.

DURAZZO, June 28th.

The insurgents have asked for fresh peace negotiations, and have requested the Prince of Albania to appoint a delegate, to be accompanied by a representative from Great Britain, as they distrust the Government's negotiators.

AUSTRIAN VOLUNTEERS FOR ALBANIA.

VIENNA, June 28th.

Two thousand men have responded to a private appeal for volunteers for Albania.

The authorities have warned the promoter.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE "EMPRESS" DISASTER.

THE "STORSTAD'S" CASE.

QUEBEC, June 27th.

At the inquiry into the causes of the disaster to the *Empress of Ireland*, Counsel for the *Storstad* argued that the only explanation of the disaster was that the steering-gear of the *Empress* had broken down.

EMIGRANT SHIP ASHORE ON CORAL REEF.

BATAVIA, June 27th.

The crowded emigrant ship *Kintuck* is ten hours overdue. A steamer is searching for her.

LATER.

The *Kintuck* went ashore on a coral reef. She is in a safe position. The accident was caused by earthquakes and upheaval of the sea.

THE "GOTHLAND" REFLOATED.

LONDON, June 27th.

The liner *Gothland*, ashore on the rocks at Land's End, is grinding badly, and has a tendency to slip into deep water. Consequently the captain and crew have been taken off.

The number of passengers was exaggerated; they did not exceed a hundred.

LATER.

The *Gothland* has been re-floated.

EARTHQUAKE IN SUMATRA.

EXTENSIVE DAMAGE.

BATAVIA, June 27th.

A most intense earthquake has been experienced in Sumatra.

The telegraph lines and cables were broken, while houses and Government offices collapsed.

Many people were killed.

THE HAGUE, June 27th.

An earthquake occurred at Benkoelen, in the Dutch East Indies. Houses collapsed, and eleven dead have already been found. All the Europeans are safe.

EARTHQUAKE IN SAXONY.

LEIPZIG, June 28th.

An earthquake occurred in Saxony, and in one or two places there was panic. The earthquake was somewhat intense in Leipzig. There were startling rumblings underground, and houses were slightly damaged.

THE U.S. ATLANTIC FLEET.

RETURNS TO ITS STATION AFTER CANAL OPENING.

WASHINGTON, June 28th.

In view of the rumour that the Atlantic Fleet would remain indefinitely in the Pacific Ocean after the opening of the Panama Canal, the Government has issued a statement to the effect that the Fleet will return to the Atlantic at the conclusion of the opening ceremonies.

THE GREAT FIRE AT SALEM.

£4,000,000 DAMAGE AND THOUSANDS OF PEOPLE HOMELESS.

SALEM (MASS.), June 27th.

Half of the historic Witch City was eventually devastated by the fire reported yesterday.

The damage is put at £4,000,000. Ten thousand people have been rendered homeless, and fifty have been admitted to hospital.

The fire originated in an explosion at a leather factory. Later oil tanks exploded, wrecking the works and thirteen houses.

DISSOLUTION PENDING IN AUSTRALIA.

MELBOURNE, June 27th.

The Federal House has passed the Supply Bill, and the session has been closed.

The Dissolution Proclamation follows soon.

GREECE AND TURKEY.

CONSTANTINOPLE, June 28th.

The Greek reply to the Turkish Notes on the subject of the persecutions is friendly in tone. Greece agrees to the Turkish solution of the emigration difficulty and hopes that there will be no recurrence of the incidents.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

WAS LORD BRASSEY ARRESTED?

"AN AMUSING EXPERIENCE."

KIEL, June 27th.

Lord Brassey, interviewed by a Reuter's representative, said he was sculling alone when he unknowingly entered water belonging to the Dockyard. He landed and a watchman came up. The explanations being unintelligible, a high official came up, and, on learning of Lord Brassey's identity, offered to tow the boat to the *Sunbeam*. This Lord Brassey declined.

Lord Brassey told the Kaiser of the incident at a dinner on the Kaiser's yacht *Hohenzollern*, and it greatly amused His Majesty.

Lord Brassey declares that the story of his arrest and detention is nonsense.

THE BRITISH SQUADRON AT KIEL.

KIEL, June 28th.

The Municipality of Kiel entertained the Officers of the British Squadron commanded by Vice-Admiral Warrender, at luncheon. Among the guests was Admiral Koester, head of the German Navy League.

BERLIN, June 28th.

The official organ, *Norddeutsche Zeitung*, says the events at Kiel have proved the good terms existing between British and German seamen.

THE TSAR AND HIS BRITISH NAVAL GUESTS.

KRONSTADT, June 28th.

The Russian Imperial Yacht, with the Tsar and family on board, steamed through the lines of Rear Admiral Beatty's squadron and afterwards the Tsar and family lunched on the British flagship.

THE IRISH NATIONALIST VOLUNTEERS.

UNEASINESS OF BRITISH HOME RULERS.

LONDON, June 27th.

The *Pall Mall Gazette* states that British Home Rulers are so uneasy at the rise of the Nationalist Volunteers that they have urged Mr. Redmond to get the Volunteers to take an oath of loyalty to England and the King.

BRITISH FINANCE BILL.

MORE TROUBLE FOR THE GOVERNMENT.

LONDON, June 27th.

The precise question causing a reduction of the Government majority of yesterday on the Finance Bill is unlikely to recur in Committee, as that part of the Bill dealing with grants to local authorities can be cut out without a formal motion. But there are many most important amendments on which trouble might arise, and Ministers are in consultation to-day regarding the course to be pursued.

DISASTROUS BLAZE IN GRIMSBY.

LONDON, June 27th.

A great fire at Grimsby destroyed half an acre of warehouses, each six storeys high, containing grain, wool and eggs. The damage is estimated at over £50,000.

NEW DOCK OPENED AT HULL.

LONDON, June 27th.

His Majesty the King opened a new dock at Hull, which cost £3,000,000. He conferred a Lord Mayoralty on the city.

THE ARREST OF A BRITISH MISSIONARY.

PORTUGUESE MISSION OF ENQUIRY.

LISBON, June 28th.

A representative from the Ministry of the Colonies has left for the Portuguese Congo to enquire into the circumstances attending the arrest of the Rev. Mr. Bowskill, a Baptist missionary.

LADY GIROUARD'S DIVORCE ACTION.

LONDON, June 27th.

Lady Girouard, who on the 24th April was granted a petition for restitution of conjugal rights against her husband, Sir Percy Girouard, formerly Governor of East Africa, has obtained a decree *nisi*.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

WORLD'S HEAVY-WEIGHT BOXING CHAMPIONSHIP.

A FASHIONABLE AUDIENCE AT JOHNSON—MORAN FIGHT.

PARIS, June 28th.

Jack Johnson, the negro pugilist, beat Frank Moran, the American, on points. Moran was most plucky, but he was severely punished.

There was a remarkable number of women in evening dress present, including members of the most exclusive society.

LAWN TENNIS CHAMPIONSHIPS.

LONDON, June 28th.

Brookes beat Gore: 7—5, 6—1, 6—2.

Mavrogordato and Doust beat Crawley and Dawson: 3—6, 6—3, 5—7, 6—3, 9—7.

Mavrogordato and Doust beat Parke and Beamish: 6—2, 3—6, 9—7, 1—6, 7—5.

Brookes and Wilding beat Ritchie and Prebble: 6—1, 4—6, 6—0, 6—4.

ENGLISH CRICKET.

LONDON, June 28th.

At Lords, the Navy beat the Army by 170 runs.

Notts drew with Yorks at Nottingham.

Kent beat Leicestershire at Ashby-de-la-Zouch by 134 runs.

Lancashire beat Gloucestershire at Gloucester by an innings and 33 runs.

Sussex beat Cambridge University at Horsham by ten wickets.

THE WEST RIVER FLOODS.

RELIEF MEASURES.

The Canton Government and the various charitable organisations during the past week have received many appeals from the inundated districts of the West River for relief. The Commissioner of Finance has been directed by the Civil Governor to pay out a sum of $50,000 (sub-coins) for relief purposes, and the Chief of Police in Canton has despatched a party of over two hundred persons, including a number of doctors, to undertake relief work. They took with them several thousand bags of rice and biscuits, as well as medicines. They were conveyed on three launches which had in tow two ferry-boats and 14 sampans.

The Self-Governing Society has also despatched a relief party with 10,000 catties of rice, 1,000 catties of biscuits, and various medicines.

From the Ching Yuen district reports have come that the banditti have taken advantage of the consternation caused by the floods to loot.

CORRESPONDENCE.

THE BIBLIOTHECA PORTUGUEZA.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

Hongkong, 26th June, 1914.

DEAR SIR,—Please allow me space for the following:—

An advertisement appears in your paper, in the Portuguese language, concerning a proposal to remove the Portuguese Library called "A Bibliotheca Portugueza," from the late Mr. Cunha's house to the Lusitano Club. I may remind the members that it was removed from the proposed place by the desire of the late Mr. da Cunha, and it will, of course, be a great shock to his soul if it is carried out. Let us honour the name of Mr. da Cunha and let matters stand in the same state as he left them, when he passed away.—Yours faithfully,

A MEMBER OF THE LIBRARY.

AUSTRALIAN COAL MINERS OUT ON STRIKE.

The following cablegram was received by a business house in Manila last week:—

A general strike has been declared among the coal miners and handlers at Newcastle, N. S. W. It is impossible to get men to load vessels. Many ships are leaving in ballast. The price has risen 4 shillings per ton. Last quotation at the mines before disturbance was ten shillings, now 14 shillings. No prospect of an immediate settlement.

Frivolity Frecar will present his Frivolities on Saturday next in the Theatre Royal. The *China Times* (Tientsin) says Frecar was cheered to the echo by the audience which filled the Arcade Theatre on the occasion of his visit there. "It was a revelation to many who were not aware of what one man could do when he wanted to. Frecar made a great hit and there it little doubt that the Arcade will be as full as it can be to-night, for everybody enjoys a good laugh and he is the man to make one do so. We cannot do otherwise than advise our readers to go and see the show, as it is without exception, the best of its kind that has ever been in Tientsin. As although Frecar will be leaving Tientsin after this show, we hope that he will call again next time. Booking is at Mouth's and we advise the wily ones to book their seats as there is sure to be a rush at the last minute to see the show on account of the splendid impression he has already made."